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THE GOEMANN GRAIN CO.'S TRANSFER ELEVATOR.

The Goemann Grain Company of Chicago has just completed its new transfer, cleaning and clipping elevator, which is located on their own property adjacent to the right of way of the Pittsburg, Ft. Wayne & Chicago Railway at Mansfield, Ohio. The Goemann Grain Company receives large shipments from the central states and ships east for export or to domestic consumers. A glance at a map will show why Mansfield was decided on for the location of this elevator. Three important railroads center there and shipments of grain come in over the Erie, the B. & O. and either branch of the P., Ft. W. & C. Ry. and can be sent on east over any of these lines.

The elevator is designed to receive grain from incoming cars, and after cleaning and clipping, to reload it for eastern points. The storage capacity is, therefore, limited to 100,000 bushels, but the machinery and arrangement of the house are such that a storage annex may be added as soon as the volume of business shall require such additional room.

The elevator is a

square structure, resting on concrete piers, and is thoroughly braced and reinforced with 1-inch round



NEW TRANSFER ELEVATOR OF THE GOEMANN GRAIN COMPANY AT MANSFIELD, OHIO.

The John S. Metcalf Company, Chicago, Engineers and Contractors.

steel rods. The first story is built in the same general manner and to the same height as in large

ment includes one 250-horsepower, 18x36-inch Corliss engine, steam for which is supplied by two 60-

terminal elevators. The bins are 45 feet deep and have four stories above them, the belt conveyor floor being, of course, omitted, owing to the nature of the house. The equipment includes two hopper scales, 72,000 pounds' capacity, one No. 98 Barnard & Leas Elevator Separator and one No. 323 Eureka Oat Clipper. The arrangement of the power shovels, car loaders and car puller is similar to that seen in the most modern large terminal elevators. One railroad track runs through the elevator and parallel with it is built a track shed through which another track is laid. The carloading spouts are arranged to load cars standing on either of these tracks.

There are two receiving and shipping legs, each having a capacity of 6,000 bushels per hour and being equipped with 16x7x7-inch buckets, and two smaller legs of 2,300 bushels' capacity each, to take grain from the cleaner and clipper. Two H. L. Day Cyclones on the roof of the boiler house discharge the refuse from the clipper and cleaner into the furnaces.

The power plant, in keeping with the design of the elevator, is calculated to furnish all of the power for both present and future requirements. The equip-

inch, 14-foot horizontal tubular boilers. Power transmission is by means of rope drives throughout.

The elevator is covered with corrugated steel, while the power house is built of brick with steel smokestack. The entire equipment of elevating and power transmission machinery was furnished by the Stephens-Adamson Manufacturing Company of Aurora, Ill.

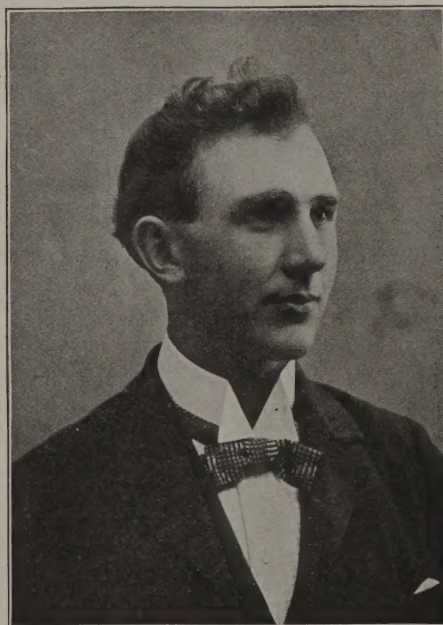
The entire plant represents the most advanced ideas in the designing of elevators of this character, and although the amount of ground space covered is not large, the arrangement of the machinery and cleaning equipment gives ample room so that efficiency and ease of operation are in no way sacrificed. The house is so arranged that grain can be received, cleaned, clipped and shipped simultaneously.

This plant will enable the Goemann Grain Company to take care of its rapidly growing business with thoroughness and dispatch and must be considered an important addition to the list of Ohio elevators.

The John S. Metcalf Company, engineers of Chicago, designed the elevator and took the contract for its construction on a competitive bid from their plans.

JOHN M. ENYART.

John M. Enyart of Galveston, Ind., like so many other grain dealers, both of city and country, was born on a farm, his birthplace being three miles north of Walton, Ind., and the date June 28, 1875. He had the usual experiences of a youth on a farm, where he remained until after the crop season of 1894, excepting the previous winter, when he taught school, preparatory to taking a college course, which he began in the fall of 1894, when he entered De Pauw University. His college career came to an untimely end, however, during the follow-



JOHN M. ENYART.

ing winter, when at the urgent request of his father, who needed him badly, he again returned to the farm, where he remained until March, 1900, having in the meantime, on April 19, 1898, married the eldest daughter of W. E. Hurd, now of Logansport, Ind., whom readers of the "American Elevator and Grain Trade" know.

Notwithstanding his success as a farmer, Mr. Enyart seems to have a "natural tendency" toward the town and a town business, however associated the latter may be with the farm. So we find him in October, 1900, taking charge of the Pipe Creek Mill, which he bought in January, 1901, only to trade, however, in February for the Royal Mill and Elevator at Royal Center, Ind. He then entered into partnership with W. E. Hurd, and for a year and a month they enjoyed a profitable business, as well as an agreeable partnership. Then the establishment was burned. Mr. Enyart then

purchased the 50,000-bushel elevator of G. W. Conwell at Galveston, Ind., where he now has a grain business that he is proud of, not to mention some remunerative side lines.

In May last he joined W. E. Hurd and C. M. Anderson as equal shareholders in organizing the Royal Center Grain Company, of which W. E. Hurd is president; John M. Enyart, vice-president, and C. M. Anderson, secretary-treasurer. The partners and the company operate, severally and jointly, a number of houses, including a new 40,000-bushel elevator at Royal Center, which make up all told a fine business.

Mr. Enyart is a believer in association work and is a member of the Indiana Grain Dealers' Association, having joined originally the Central Indiana branch of the National Association. He was present at both the Des Moines and Indianapolis meetings of the National and Indiana State Associations.

THE MINNEAPOLIS GRAIN INSPECTION.

The grain inspection in Minneapolis is not wholly satisfactory, nor for that matter is it wholly satisfactory in any year. There seems to be a complaint this year on valid grounds. The complaint is that the inspection at Minneapolis differs largely from the inspection at Duluth, so that the grain forwarded from either place to the other has, considerable of it, to contend with this difficulty. This creates much embarrassment in the country, for with different grading at the terminal points, country dealers are unable to follow closely terminal values. It is quite evident that wheat in many instances going to Duluth gets higher grading than when coming to Minneapolis. Of course if this condition continued steadily it would make but little difference, for the grain would sell according to its real value and not upon the fictitious value placed upon it by the whims and mistakes of inspectors. On the other hand, this condition, existing for a short time only or for part of a crop, and again possibly being just as much out of line in the other direction, has proved to be very embarrassing to sales and purchases based on grade inspection.—Minneapolis Daily Market Record.

MORE WAR ON BUCKET SHOPS.

The Chambers of Commerce of Minneapolis and Milwaukee have each adopted a rule providing substantially that any member of the Chamber of Commerce shall be deemed guilty of unbusiness-like conduct to the extent of rendering him unworthy to continue as a member, who knowingly shall be interested in the business or execute any order in behalf of a person, firm or corporation engaged in bucket-shopping or dealing in differences in the market price of any commodity without a bona fide purchase or sale for actual delivery on the Chamber of Commerce, Board of Trade or exchange where such commodity is dealt in. The amendment at Minneapolis also forbids making or entering into any trade, contract or transaction with any person or company intending to close the same when the market price shall reach a certain figure. A member, upon conviction of violation of the new rule, will be suspended or expelled from the association.

At Minneapolis the vote was 188 for the amendment and 2 against it; and there was but little more opposition to it in Milwaukee, although it was known that some Milwaukee men have been running bucket-shops, even within the Chamber of Commerce building itself. In fact, these markets have been the real bucket-shop headquarters of the country for some time, gamblers of that type being attracted to the cities named by the Chambers' attitude toward the business. Now the end has come in the city, and the country branches will have to go also.

An amendment to the rule covering the penalty for cutting of commissions was also adopted at Minneapolis. The fine will hereafter be not more than \$1,000 nor less than \$250, whereas it formerly was not more than \$500 nor less than \$250.

GEO. W. ROTH.

George W. Roth, superintendent of the Westwego Elevator at Westwego, La., is one of the most experienced elevator men in the South. Born at Bethlehem, Pa., in 1858, he removed with his parents in 1878 to Kansas, where for the following three years he followed his trade of carpenter, his last job in that capacity being on the Santa Fe Elevator at Atchison.

On the completion of this elevator Mr. Roth was made foreman under C. G. Rolfe, superintendent, a position he held for seven years before being transferred to the Arkansas Valley Elevator at Kansas City, Mo., under the same management.



GEORGE W. ROTH.

In 1890 he resigned this position to become superintendent of the K. C., F. S. & M. Ry. Elevator at Memphis, where he remained until July 2, 1892, when he was appointed to and accepted his present position as superintendent of the Texas & Pacific Railway export terminals at Westwego at the port of New Orleans.

These terminals include two grain elevators, one of 1,000,000 bushels' and one of 400,000 bushels' capacity. From these houses three belt conveyors extend to the river, which can deliver 75,000 bushels of grain per hour into three ships loading simultaneously, while the entire front of the terminals, including cargo wharfs, can berth and load simultaneously ten steamships of the average size.

THE ROCKWELL CO-OPERATIVE SOCIETY.

The Rockwell Coöperative Society of Rockwell, Ia., held its thirteenth annual meeting on March 1. This is but one of many coöperative farmers' societies in the Northwest, but is the only one that has had anything like a successful career.

Started originally by N. Densmore to fight greedy implement dealers of Rockwell, it now handles many lines of heavy goods used by farmers, such as implements, lumber, salt, etc., and markets their produce. With a membership of 100 and \$1,000 of capital, its first year's business amounted to \$145,000, which has increased from year to year, reaching \$616,294 in 1901, which was about \$8,000 less than for 1900, with a membership of 600. It is claimed this vast business was transacted at a total cost of \$4,000.

The first manager was Thomas Chappel, now cashier of a bank at Rockwell, who has been succeeded by Frank Campbell. J. E. Treston is president of the Society.

MORE ELEVATORS AT FORT WILLIAM.

The Canadian Pacific Railway Co. has decided to build a 4,000,000-bushel elevator at Fort William. The company's engineers have in contemplation the concrete system similar to that used in the construction of the Peavey house at Duluth, which was inspected by J. Woodman and Joseph G. King on behalf of the company on February 25. The new plant will consist of a storage house with working, drying and cleaning elevators. It is probable that the present elevator also of the company at Fort William will be enlarged.

NEW LINE COMPANIES IN IOWA.

The Iowa Elevator Company, incorporated at Des Moines with capital of \$75,000, is officered by J. A. Pease, president; G. A. Pease, secretary, and J. F. Pease, treasurer. The gentlemen named are members of the firm of Pease Bros., wholesale hay and grain dealers at Des Moines, and numerous branches in Iowa. The incorporation is for the purpose of taking over eighteen elevators situated along the line of the old Mason City & Fort Dodge Railroad (now Chicago Great Western), lately owned and operated by the St. Paul & Kansas City Grain Company and sold to the Pease Bros. by the receiver of the company named.

The Iowa Elevator Company will also build houses at stations along on the projected Sioux City and Omaha extension of the Chicago Great Western as fast as that line moves westward.

The Diamond Grain Company of Des Moines, organized by L. Mott, John Mott and Clarence Mott of that city, has had plans made for eighteen country stations it will build during the coming season. These houses will be located along the line of the Des Moines, Iowa Falls & Northern Railroad between Des Moines and Iowa Falls, which is now under construction and is to be completed this season. It is understood this company has secured the right to erect elevators on extensions of this road and that it expects in another year to build as many more stations along the proposed extension of the same road from Iowa City to Osage.

KANSAS GRAIN GROWERS.

The Farmers' Coöperative Grain and Live Stock Association of Kansas held its annual meeting at Hutchison on March 4 and 5. About 100 delegates from local branches were present. It is claimed by its officials that during the past year the Association has grown to include 400 farmers and to have twenty-one elevators in operation; also, that thirty new elevators will be built in the state by local branches during the coming season.

The speech-making of the convention was by James Butler, secretary of the Association, who told "What Coöperation Has Accomplished;" by C. B. Hoffman of Enterprise, who spoke on "Grain Growing and Milling: The Leading Industries of the State and Their Relation to Each Other;" and by Governor Stanley, who naturally warned the farmers to keep their Association "out of politics."

In its report of the meeting the Topeka State Journal says:

"A proposition was submitted to amend the constitution and by-laws of the state Association, making it more like the local organization which the farmers around Solomon have been maintaining during the past year, and which has been a success. There are in the state a considerable number of local farmers' associations which have refused to become members of the state Association because it acts only as an agent and does only a commission business. Representatives of these independent associations stated frankly that they could do better outside the state Association than they could inside; that they could sell their grain to mills instead of sending to Kansas City, and that this not only kept out of the hands of the grain gamblers and speculators, but it enabled them to get a price oftentimes four or five cents a bushel in advance of what they were offered by the state Association. Notwithstanding these statements, the stockholders of the state Association refused to

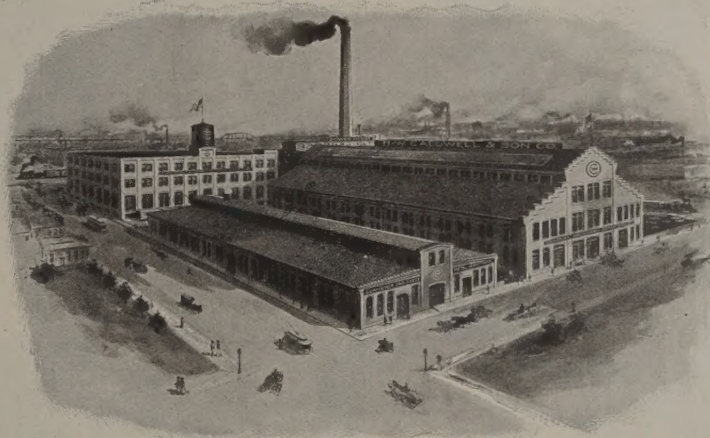
change their constitution, and will continue to act only in the commission business.

"The plan proposed was for the state Association to buy the grain from the local associations outright, bidding for it the same as other buyers. James Butler, secretary of the state Association, opposed it. 'It is a question,' he said, 'of whether the state Association goes to the Solomon organization, or the Solomon organization comes to the state Association.' Mr. Butler further prejudiced the delegates against the proposition also by making the statement that Secretary Smiley, of the Kansas Grain Dealers' Association, which the farmers are organized to oppose, wanted the state Association to buy in the open market, and the proposition was defeated by a small majority."

The annual meeting of the Association will be held hereafter in June, instead of in the spring, and at the next June meeting will be held the election of officers.

ENLARGED PLANT OF THE H. W. CALDWELL & SON COMPANY.

About two years ago there appeared in these columns a description of the new plant of H. W. Caldwell & Son Company, Chicago, engineers and machinists. While the original plant as described at that time was a very extensive one, the growing trade of this company has made it necessary for them to make extensive additions; and the



PLANT OF THE H. W. CALDWELL & SON COMPANY AT CHICAGO AS ENLARGED.

accompanying illustration shows the plant as it has been enlarged.

The main machine shop building is 100x180 feet, with galleries running the full length of the building. By means of an electric crane the galleries are utilized for manufacturing purposes as conveniently as the main floor. This building is used entirely for manufacturing, all of the raw material and manufactured stock being carried in the warehouse hereinafter described. By utilizing this entire building for machine work, the capacity of production is much greater than would be the case if stock were carried. In this building is a complete equipment of modern machine tools, all of them being driven electrically and all being arranged for the convenient handling of the material to be operated upon.

Next to the main machine shop building and of the same dimensions in the building devoted to the manufacture of the well-known specialty of the Caldwell Company, the Caldwell Helicoid Conveyor, and also to the manufacture of their growing line of sheet metal specialties. This building is fully equipped with furnaces, the fuel used being fuel oil, and every device for the economical and workmanlike production of sheet metal articles is to be found therein. Among the recent additions to the plant is a complete pneumatic tool equipment by means of which the riveting, chipping and some of the drilling is done. The use of compressed air in this work insures economy and rapidity of production.

The power house, which is shown back of the main machine shop building, is an independent structure, the equipment consisting of water tube boilers with a large Corliss engine for the main

power generator, this being connected with dynamo for generating the electricity used in the plant. In addition to the main engine is a high-speed direct connected engine used as auxiliary to the main engine and also used for lighting purposes and night runs.

In the engine room is placed a large air compressor for supplying the pneumatic tools, pneumatic hoists and the compressed air for the fuel oil furnaces. The transmission of power from the engine room is entirely electrical, the generators supplying not only the power for running the plant but the electric light and the power for operating the electric crane.

The most important addition to the plant is the large warehouse shown in the illustration, this building having three stories and basement, with about 45,000 square feet of floor space. The building is equipped with two large and heavy elevators. It is used for the storage of the large stock of their goods that the Caldwell Company always carries on hand, and is also the place where all orders are gathered before being shipped. With ample space for shipping purposes, the handling of orders with facility and dispatch is attained. The general arrangement of the plant is such that the raw material is received in one department and moves through its different stages of production until it finally reaches the shipping room ready for delivery.

The additions to the plant just completed double its capacity, and with this increased capacity the

Caldwell Company is prepared to take care of a growing trade with even greater dispatch than has been its custom heretofore.

GRAIN SALVAGE DRIER.

The grain salvage drier is not popular with its neighbors. It discounts the four and forty smells of Cologne and can "give cards and spades" to an oriental city in midsummer in a contest. There are other urban smells, but the salvage drier is sui generis and always takes the prize. But it works wonders, just the same. Wheat spoiled to such an extent that it could scarcely be given away, undergoes a treatment as a result of which it has sold for as high as 58 cents, says an insurance cotemporary, enthusiastically. It will dry any kind of grain, no matter how wet or soft. The grain, after going through the process, will keep perfectly and may be stored or shipped anywhere. The dried grain still retains a degree of its smell, though, and for this reason is only fit for feeding.

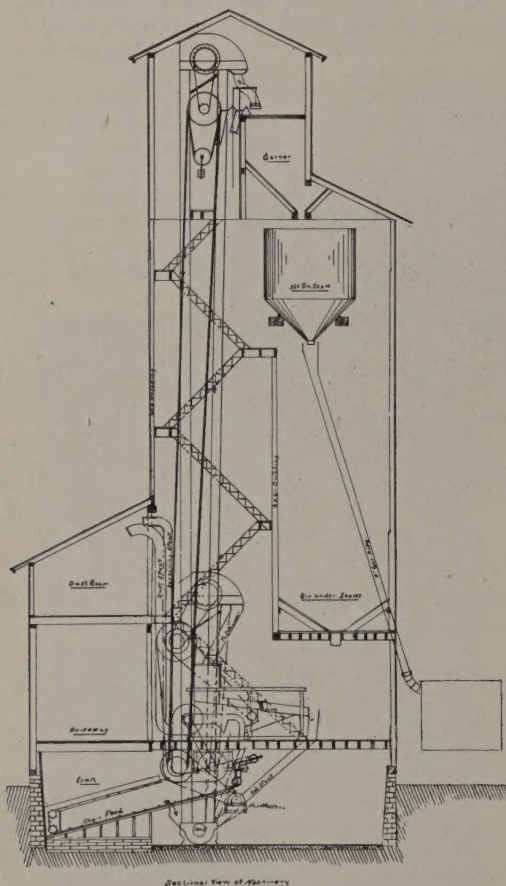
The grain shipped to the Chicago drier is shoveled out of the car over an oscillating screw, which separates from it all the pieces of charcoal, sticks, etc. It drops from there into an elevator leg (a wide rubber belt fitted with cups and buckets) and this carries it up to the top of the brick structure, 42 feet high, to the drier. The drier consists of a series of racks into which the grain drops by gravity, and disposes itself into vertical columns. Hot air blown by a fan through steam coils is forced through the layers of grain, which causes it to dry. Then the operator by throwing a lever drops all the grain into a lower section of racks, where it is submitted to a similar treatment of cold air. Then the

grain is dropped out of the drier into a horizontal conveying belt, which carries it into an elevator proper and delivers it into a second elevator leg. This carries it up and deposits it in a storage bin. From here it is carried to a separator, where a constant blast of air takes out all the dust, chaff and light grains. From this it goes into the scourer (a horizontal iron drum), which revolves in a body of grain. It removes all the mold and foreign substances adhering to the grain. Then the process is over and the grain goes into storage or is loaded into cars for shipment.

It requires just $1\frac{1}{2}$ hours for the grain to be transformed from the wet state in the car to the finished, dry, hard, but still bad-smelling grain in the storage bin.

PLANS FOR A COUNTRY ELEVATOR.

The main building of the elevator of which first floor plans and side and machinery sectional elevators are given herewith, is 24 feet wide by 40 feet long and 55 feet high to the top of the bins. Of these there are seven, four 10x12x55 feet in size, and three 10x12 in size, over the working floor. There is also a 10x12 space running from the foundation to the cupola for the rope drive and

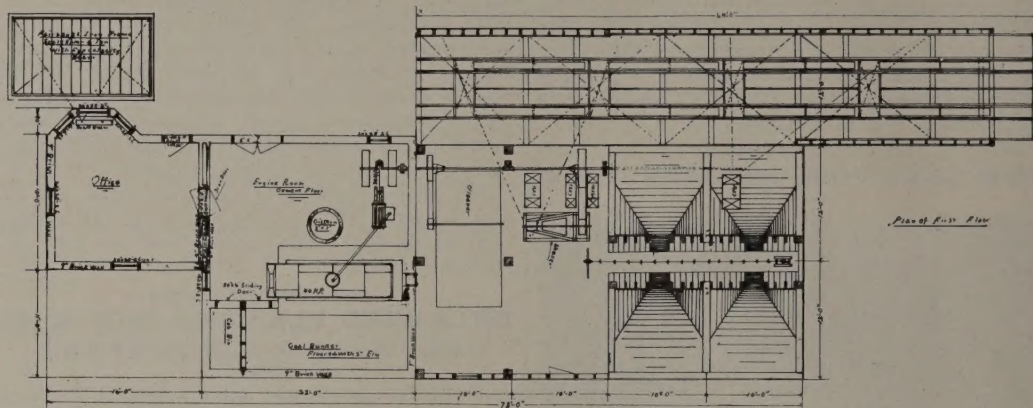


MACHINERY SECTION ELEVATION.

three stands of elevators, as well as the stairway. The bin walls are made of 2x8's for first twenty-four feet, 2x6's next twenty-four feet and balance 2x4's, using No. 1 hemlock timber sized on one edge and spiked. All bins are hoppers.

The working floor is 20x24 feet in size and on a level with the driveway floor. The cupola is 28 feet long by 16 feet wide and 16 feet 4 inches high, with three windows. The driveway is at one side of the main building and is 12 feet wide by 60 feet long, with floor two feet above the ground level. Over the driveway are the dust and screenings rooms, each 20x12 feet in size, by $5\frac{1}{2}$ feet high on low side. Under the driveway are four separate sinks, one 12 feet square and the others 12x14 feet, with hoppers bottoms and chain feeders, two to the sheller, or the one large stand of elevators running through the deep bins, and two direct to the other stand of elevators. There is also a chain feed in the walkway that runs through the four deep bins. All are provided with jaw-clutch coupling. The two

stands of elevators have 16x7-inch cups on a 17-inch belt; one has 10x6 $\frac{1}{2}$ -inch cups on a 11-inch belt for cob carrier from cleaner to cupola; and one has 12x7-inch cups on a 13-inch belt to carry grain from the sheller to the cleaner. All elevators have sprocket chains and friction clutches. All clutches and turnheads and the distributing spout are operated from the working floor.



FIRST FLOOR PLANS.

The sheller is a No. 1 Western and the cleaner a No. 4 Cornwall. The shipping scale has 350 bushels' capacity, with beam and valve lock on working floor and flexible spout to the car and to the large elevator boot.

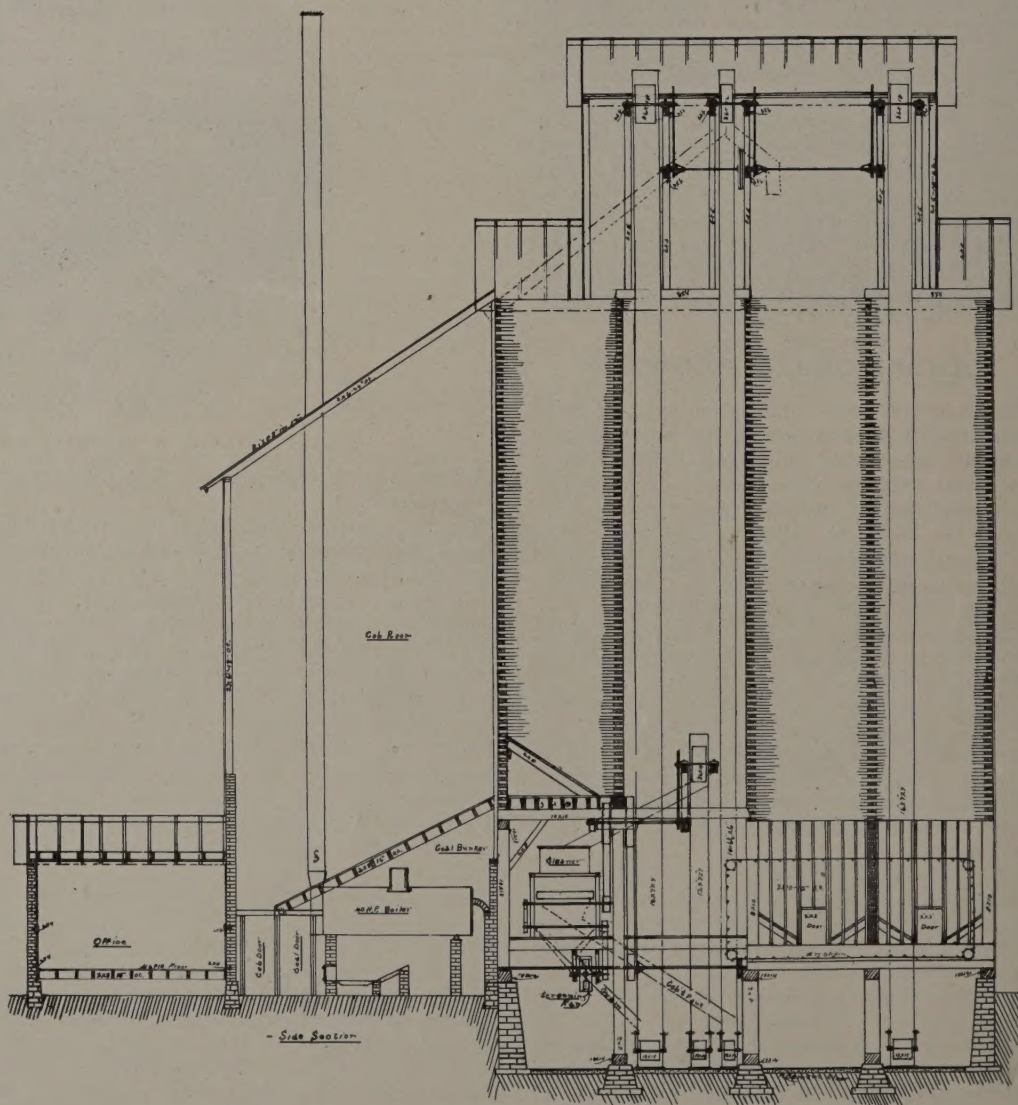
The dumps are the Reliance Manufacturing Com-

stand of elevators. The screenings are spouted to a blast fan before being thrown into a bin over the driveway.

The engine room is of brick, 25x22 feet in size by 11 feet high. It has a cement floor and cistern 7 feet deep by 3 in diameter. The power is a 30-horsepower engine and 40-horsepower boiler. The power transmission is by rope.

The office is 14x16x11 feet, of brick, and adjoins the engine room, to which it has access.

The entire plant is surrounded by 6-inch tile, with one row through the center of the cellar for drainage. The roofs are $1\frac{1}{4}$ -inch corrugated No. 2 iron, and the siding of beveled poplar clapboarding.



SIDE SECTION ELEVATION.

pany's 4-rail safety, and the wagon scales of four tons' capacity.

The large stand of elevators is spouted to the four deep bins, and the other large elevator to two deep bins as well as to the three overhanging bins and the shipping bin under the hopper scale. All bins are spouted to the elevator carrying the grain to the cleaner. The cleaner is spouted to the large

The plans and specifications for this house were prepared by the Reliance Manufacturing Company of Indianapolis.

Germany's net imports (1901) of grains in metric tons of 2,204.6 pounds were as follows: Wheat, 2,068,219; rye, 782,042; oats, 252,385; barley, 873,346; corn, 1,197,556; wheat flour, 10,222.

CANADA AFTER A PREFERENTIAL TARIFF.

The following preamble and resolution were adopted at a meeting of the Montreal Board of Trade, held in February:

Whereas, There appears to be a likelihood that the imperial government may change its fiscal policy in the direction of imposing a duty upon certain imports; and,

Whereas, In the resolution adopted by this Board March 6, 1900, for presentation to the congress of Chambers of Commerce of the empire, held in June of that year, it was stated that an advantageous commercial bond is one of the strongest links in national unity, and that the maintenance and strengthening of trade is the keystone of a nation's successful development; and,

Whereas, It is the opinion of this Board that it is imperative in the interests of the empire that some practical steps should be taken toward consummating such an arrangement; and,

Whereas, The British colonies are admittedly rich in natural resources, possessing, as they do, vast areas of arable and mineral lands as yet undeveloped, and these colonies are even now producing in rapidly increasing quantities, grain, flour, butter, cheese, live stock, as well as the yield of the fisheries, forests and mines, all of which are continually required by the British consumer; therefore,

Resolved, That this meeting is of opinion that Great Britain can serve best her own interests and those of her colonies by adopting such change in her fiscal policy as will give the products of her colonies a preference in her markets as against the products of foreign countries, it being believed that such preference would stimulate trade and develop colonial enterprises, and, moreover, serve to make the colonies attractive, not only to the large number of British subjects emigrating annually from the British Isles, but also to the surplus population of other countries, and at the same time benefit Great Britain by largely freeing her from dependence upon foreign countries for her food supplies.

Several speeches were made enthusiastically supporting the resolution which was offered by Mr. Robert Meighen, who also made an address in its favor. From a Canadian point of view, it is difficult to see how objection could be offered to the proposed policy, which Mr. Meighen assured his hearers would greatly stimulate the development of Canada. "It is not generally known," he said, "that the Dominion of Canada holds more than one-half of the wheat-producing belt of the North American continent. It has been widely circulated that thirty-two thousand farmers on our western prairies during the last season have produced for export 45,000,000 bushels of wheat, while the requirements of Great Britain yearly average only 170,000,000 bushels. Therefore, it is not much of mathematical problem to find out how many more farmers we would require placed on our western prairies to produce all the wheat for export that Britain consumes. We are rich in natural products; we are poor in population. Give us only, to begin with, another 125,000 farmers on our fertile prairies, and we will raise all the wheat supply that Great Britain requires. When we have the foregoing population we will only have touched the fringe of our great Northwest, which is capable of sustaining over 50,000,000 of people."

Anticipating the objection that even a discriminating tariff in favor of Canadian products would still be a tax on the English consumer, he offers the suggestion that the proposed "differential" would force Americans to pay the tax or keep out of the British market, and as a result of this policy, "the American producer will realize that he has to pay that tax, and as the agriculturist is 50 per cent of the population, he will at once demand that the protection, or tax levied against imports from Great Britain to the United States, which averages 80 per cent, will be hauled down to a reasonable tariff, something approximating the Canadian. What effect will this have in England? It will stimulate exports from Great Britain to the United States; it will put the British artisan in a better position, and instead of the cry that 'you are taxing the poor man's bread,' he will be able to purchase not only his present loaf, but a part of another one. It will stimulate the trade of the empire with seventy-five millions of people on this side of the Atlantic."

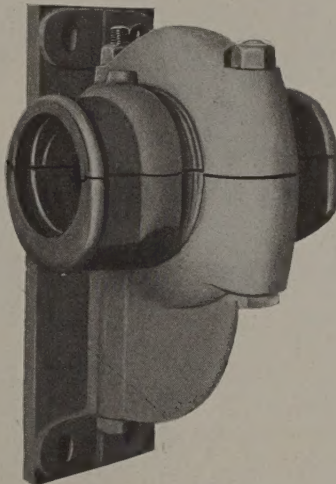
The gentleman's figures are somewhat at variance with the facts, and his logic is not quite easy to fol-

low, but the argument is interesting no less, as a "sign of the times."

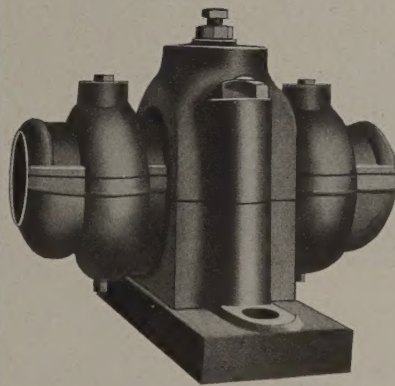
Mr. H. La Porte argued that as Canada had granted a preference of 33 1-3 per cent on certain British goods, "turn about is fair play;" while Mr. G. E. Drummond saw in the possible adoption of the preferential idea, the to him pleasing prospect that "if Britain adopted the policy of putting a slight tax on various products she required, the English antipathy to the idea of protection would pass away in two or three years, and the whole question assume a very different aspect to the minds of all Englishmen," but unfortunately he neglected to explain in just what way that change of policy would advantage either Canada or America.

COMPLAINTS OF OVERAGE.

Fault-finding about weights takes a new form at Memphis, where the grain merchants have formally complained to the Illinois Central Railway



POST HANGER.



PILLOW BLOCK.

that there is at that company's elevators a systematic overage in weights of grain, amounting to an overcharge on freight of 1,000 to 10,000 pounds per car. The complaint is made as follows:

We would respectfully state that the overcharge on grain shipments received during the past sixty days has been running from 1,000 to 10,000 pounds above the actual contents of the car, and as we feel satisfied that your road does not want to collect freight on more tonnage than they actually haul, we request that you arrange in some manner so as to protect destination weights whenever returned by weighers here, who are duly sworn to make correct returns on the weight of each car when unloaded.

It is not practicable to call your attention to overcharge in weights before cars are unloaded here, on account of the fact that nearly all of the grain bought is bought on destination weights, and there is absolutely no guide in the way of invoices from the shipper to indicate what should be the contents of the car.

The Illinois Central road has its own scale inspectors and every effort is made to secure accuracy; but the company's agent, since the adoption of the ruling of the Merchants' Exchange to take track scale weights as standard, has repeatedly advised that a conference should be arranged for between the grain dealers of the city and the freight

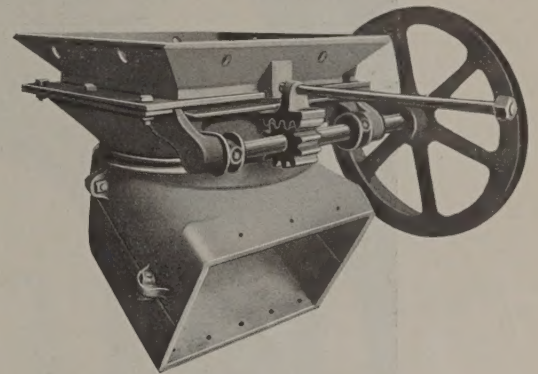
officials of the various lines that are members of the freight committee, believing that such a conference would result in the adoption of a plan whereby weights on grain shipments could be taken and certificates furnished by sworn weighers that would be satisfactory to both the grain men and the railroads, and he intimated that on receipt of the above complaint he should again so recommend; and he thought there was little doubt that a speedy adjustment could be reached.

NEW DESIGNS IN MACHINERY.

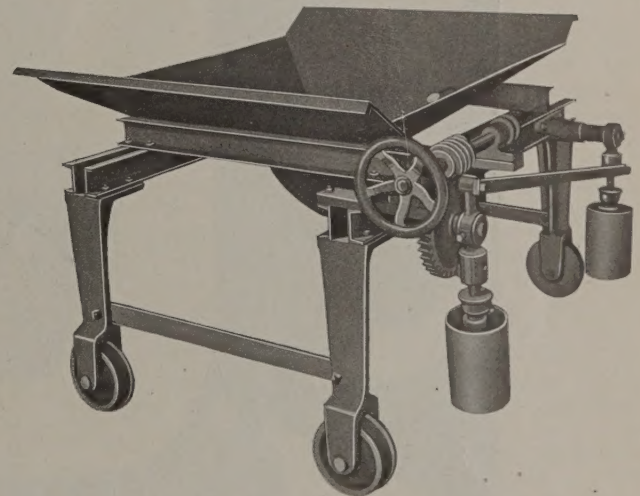
The Skillin & Richards Mfg. Co., Chicago, in their new catalog about to be issued will show very many entirely new designs in machinery for the grain trade.

We illustrate herewith four of their latest specialties, which are gotten up with reference to the economical working of grain elevator machinery.

Their new ball and socket chain or ring oiling pillow blocks are made in sizes from two to eight



BIN OR SCALE HOPPER BOTTOM.



LOADING HOPPER FOR BELT CONVEYOR.

inches in diameter. The bearings are also made in a rigid pattern up to nine inches in diameter.

The illustrations include their extra heavy ball and socket chain-oiling post hanger, and rack and pinion bin or scale hopper bottom. The advantages of a scale hopper bottom of this type is that it is entirely self-contained. It is also furnished with roller bearings.

The essential features of the loading hopper for belt conveyor are its low pattern and strength in construction. The concentrating pulleys are actuated by means of a worm gear.

A new local association has been formed of Southeastern Illinois grain dealers at Charleston, embracing the towns of Charleston, Arcola, Tuscola, Humboldt, Loxa, Gayse and Galton. Another has been organized at Mattoon, Ill.

The agricultural department of the University of Illinois will test the fertility of seed for Illinois farmers free of charge this year. The samples sent to the institution with data about their raising will be given a scientific test. Any farmer in the state can enter samples of his grain and find out what the prospects for a good stand in the fields he has planted will be.

ILLINOIS - IND.

GOSHENVILLE - ILL.

THREE EYE - ILL.

DUNNYVILLE - IND.

WHEATFIELD - IND.

HINKLEY - IND.

LADD - ILL.

MORONTS - ILL.

MILLA - ILL.

KNOX - IND.

I.I. & I.
INTERIOR
TRANSFER ELEVATOR
- SOUTH BEND - IND.

PRINCETON - ILL.

STOUTSBURG - IND.

SAN PIERRE - IND.

CARDIFF - ILL.

MCNABBS - ILL.

SEATONVILLE - ILL.

CHURCHILL - ILL.

Grain Elevators
Operated by the
CHURCHILL-WHITE GRAIN CO.
Located on the
Indiana - Illinois - & Iowa - R-R
1902

A LINE OF CHURCHILL-WHITE GRAIN COMPANY'S ELEVATORS.

The opposite page picture shows a part of the line of twenty-five grain elevators owned by Churchill-White Grain Company of Chicago. The elevators shown are located on the line of the Three-I Railroad in Indiana and Illinois, and range in capacity from 20,000 bushels upward to that of the new transfer elevator at South Bend, which is equipped to transfer and clean 100 cars of grain daily.

This firm handles about 5,000,000 bushels of grain through its country elevators yearly. All the houses are built under the firm's direct supervision, and while the Indiana elevators are equipped with steam power, corn shellers, etc., the Illinois houses are furnished with gasoline engines and with but the usual elevating and conveying machinery.

In addition to their line of elevators the firm owns a large feed mill at Hamlet, Ind., from which feed is supplied to all the stations.

FARMERS' ELEVATORS IN CANADA.

The first annual meeting of the Territorial Grain Growers' Association was held at Indian Head, Assiniboia, in February, when it appeared that delegates were present representing about forty associations. The declared purpose of the organization is to "oppose the forces which, it is claimed, have worked against the grower during the past season," chief of which was apparently the inability of the farmers to market their grain, owing to the scarcity of cars.

Hon. Mr. Bulyea, territorial commissioner of agriculture, said that while this year was exceptional, there was every reason to believe the railroads would increase their facilities; yet as immigration is heavy, there is reason to expect that the conditions complained of are likely to continue to a certain extent indefinitely. He favored farmers' elevator companies. He said also that from 200 to 300 farmers had last season built storehouses for wheat, which are now full to overflowing.

The committee on resolutions recommended that Section 42 of the grain act be amended to empower the warehouse commission to compel all railway companies to erect every loading platform approved of by said commissioner, within thirty days after said approval is given, and in default the commissioner shall have power to impose penalties on such defaulting railway and collect same through the courts; and that this amendment come into force on May 1, 1902, and that the height of such platform be level with the floor of the car. On motion this was agreed to.

Another resolution adopted was one recommending a law to compel railway companies to provide farmers with cars to be loaded direct from vehicles at all stations, irrespective of there being an elevator, warehouse or loading platform at such station or not, the amendment to come into force May 1, 1902.

Another resolution was offered providing for the amendment of the inspection act, so that wheat should be graded only by its milling value; that the word "plump" should be expunged, the weight per bushel being sufficient; and that the word "sound" be replaced by the words "contain nothing detrimental to milling;" that sufficient number of grades be made so that there shall not be more than three cents difference between one grade and the next grade to it; and that the Dominion government be requested to test the milling qualities of samples of the No. 1 hard, No. 1 northern and No. 2 northern for the purpose of determining their respective merits and value. This resolution was defeated after a brisk debate.

Other resolutions adopted provide:

That the grain act be amended by the addition of a clause that it shall be the duty of the railway agent, when there is a shortage of cars, to apportion the available cars in the order in which they are applied for; and that in case such cars are misappropriated by applicants not entitled to them, that the penalties of the act be enforced against such parties.

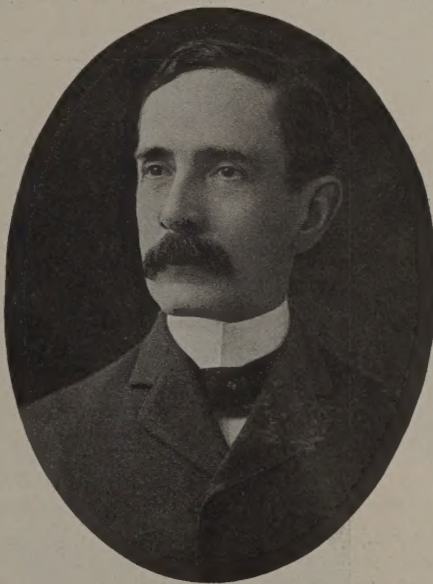
That the C. P. R. R. be requested to furnish cars sufficient to forward grain as it is offered, and the shipper be allowed to ship to Winnipeg, thence by Canadian Northern to their elevator at Port Arthur; and also to ship to Duluth over the Soo Line, at a rate of freight charged the farmer to Fort William, and that copies of this resolution be forwarded to the superintendent of the C. P. R. R. at Winnipeg and to the department of inland revenue at Ottawa.

The election of officers resulted as follows: President, W. R. Motherwell, Abernethy; vice-president, M. Snow, Wolseley; second vice-president, G. W. Brown, M. L. A., Regina; executive committee, R. J. Phin, Moosomin; J. Dorrel, Moose Jaw; J. A. Brown, Spy Hill; W. P. Osler, Summerberry; G. Spring-Rice, Pense; P. Dayman, Abernethy; secretary-treasurer, J. A. Miller, Indian Head.

R. S. McCAGUE.

Among a number of first-class men in the grain, hay and feed trade in Pittsburg, Pa., is R. S. McCague, now chairman of the Central Elevator Company. Mr. McCague went in this line of business in Pittsburg in 1874, and has conducted a profitable business ever since.

At the present Mr. McCague is devoting a large portion of his leisure to the improvement of the weighing system in Pittsburg. The trade of Pitts-



R. S. McCAGUE.

burg means to do right, of course, and the Central Elevator Company has so far perfected its own system that its accurate weights and low transfer charges have attracted the attention of many western shippers, who have availed themselves of the rates and facilities to have their grain weighed in transit East.

Mr. McCague is an active advocate of official weighing, of course, in order to prevent disagreements, and no doubt his own enthusiastic efforts in that direction will hasten the adoption of such a system in that market.

MUNICIPAL ELEVATORS.

A bill which reached its second reading in the Manitoba legislature on February 26 provides that:

The council of every rural municipality may pass by-laws to authorize the municipality to erect, own and operate grain elevators within the municipality, and to borrow money for the construction, operation and repair of such elevators, and to issue debentures therefor and to levy rates for payment thereof on the rateable property within the municipality.

The father of the bill said it was an act designed to benefit the farmers who "think they have been and still are the victims of combines and are not getting what they are entitled to."

It was objected, on the other hand, that there was just one difficulty in connection with the bill, and that was that the municipality would be taxing merchants and private property for the benefit of something which would be used by the farmers alone.

The second reading passed without further objection.

THE GRAIN DEALER AND THE FARMER.

[From a paper by J. A. Montgomery of Decatur, Ill., read at a meeting of grain dealers and farmers held at the Illinois University on Friday, January 31. Reprinted from the Bloomington Pantagraph. Mr. Montgomery has been both farmer and grain dealer and speaks "by the card."]

The philosopher tells us that when two persons meet there are at least four persons present. For example, when the grain dealer and the farmer meet, there is the grain dealer as the farmer sees him and the grain dealer as he is; there is the farmer as the grain dealer sees him and the farmer as he actually is. The farmer as he is and the grain dealer as he is are comparative strangers.

The farmer as the grain dealer sees him is a hard customer to deal with. He wants the earth, the grain dealer thinks, and he wants it properly fenced. He sees the market report, he knows the published freight rate, but still he wants the grain dealer to pay him a little more than the grain would net him if he shipped it himself. His grain is always of the best quality—never below No. 2—before he delivers it. He always has a doleful tale of the ultimate destruction of the coming crop. The farmer wants a big leeway as to the amount of grain he sells, then the amount he delivers will depend on the market price at delivery time. He wants the best of the bargain, and won't play unless he can have his own way.

On the other hand, the grain dealer, from the farmer's standpoint, is not an angel, by any means. He is a half indolent sort of a fellow who is making an easy living at the expense of the farmer's toil. He has nothing to do but to sit in his warm office, smoke cigars, weigh grain and count up his profits. He could pay more if he would, but he won't; and he sends in glowing reports of crop conditions to the Board of Trade just to keep prices down. He is in league with the other dealers in the neighborhood, and they have formed a combination to rob the honest tiller of the soil. His scales don't appear to be in working order; there's something suspicious in his method of weighing, and he'll bear watching on general principles. But how different the reality.

No other business can produce in a given length of time as much cause for anxiety and worry as the grain business. A man may invest from \$6,000 to \$10,000 in an elevator for handling grain, and when he is encouraged to think he will be able to make a fair rate of interest on his investment and a fair salary for his time and labor, another man invests \$150 in two scoop shovels and starts in to compete with him in the business of buying and shipping grain. The man who has practically nothing invested can handle grain at a price that would prevent the man with a large investment from making anything above his expenses. This is what tries the grain man's soul, but all that he can do is to look pleasant and keep sweet.

The grain dealer's business is a hazardous one. He stands between the farmer and the market—I was about to say between the devil and the deep sea; and he must be a shrewd man indeed if he does not get caught between the two. He must buy the farmer's grain for future delivery without knowing how it will grade or how many bushels of it there will be. If the price is considerably higher at the time of delivery, it is surprising how the prospective amount has shriveled, and how much more the farmer requires for feed than he had anticipated; but, on the other hand, if the price is considerably lower at the time of delivery, it is equally surprising how that grain holds out and how little he needs for his own use.

Now, should the grain dealer seek to protect himself, on purchases for future delivery from the farmer, by selling futures, he must sell a definite amount to grade No. 2; then woe to that grain dealer if some manipulator gets under the market and boosts the price up out of sight, and he finds he has no No. 2 to deliver on his contracts.

The grain dealer as a rule must guarantee his weights at destination; he must settle on the basis of what is weighed out of the cars, and not on what he weighs in. It sometimes tries the farmer's faith in humanity to trust the dealer at the

station to weigh his grain, but that dealer must trust some man in Chicago or St. Louis or New Orleans, whom he never saw and probably never will see, to weigh that grain, and must settle on the basis of his weights; and here is one of the most prolific sources of loss. If the returns come back five to twenty bushels short, what can be done? He can file a claim and probably does; but filing claims against a railroad company is about as effective generally with the isolated dealer as passing a resolution that mosquitoes shall not bite during the month of August.

Another source of trouble is the difficulty to get cars when most needed. And last, but not least, are the shipments that grade off. A load of grain the dealer was sure would grade No. 2 has graded No. 3. A car of corn shipped to New Orleans for No. 3 has graded No. 4. It isn't fit for export, and must be sold on the local market for what it will bring. Profits fade into thin air and loss stares the dealer in the face.

On the other hand, my brother grain dealer, do you think the farmer is little and picayunish when he pleads with you for a half or quarter cent more than you offer? Put yourself for a little time in his place. Did you ever think what a momentous thing the sale of a crop of corn is to the farmer? You are buying and selling corn every day. The purchase or sale of a few thousand bushels is an insignificant matter to you. But how different with the farmer. For nearly a year he has looked forward to the day when he would market his crop, hoping against hope that he might secure the top of the market, and when he sells it to you a year of toil must roll round again before he can sell you another.

In bringing you the product of forty acres of corn he has traveled more than a thousand miles to secure it. Through the showers of spring, the heat of summer and the frosts of winter, he has planted, tended and garnered it. In the gray dawn of the summer morning, when you are turning over for another nap, he was on his way to that cornfield, and long after you had closed your office doors the slanting rays of the setting sun beheld him, "Homeward plodding his weary way." Day by day through the changing season he watches and broods over that corn crop; amid frost and snow he gathers it, and whether the harvest be great or small, he gathers it just one ear at a time. And when the momentous day comes to dispose of it, he offers you not a crop of corn only, but a part of his life's energies; the result of a year's toil and self-denial. Do you wonder, then, that he hesitates, that he begs for a little more, or that he grows heart-sick when he sells too soon or does not sell soon enough. Only those can measure the depth of human woe who have sold their hard-earned crop of corn for forty cents and delivered it on a fifty-cent market.

The little glimpse of the grain dealer as he is and the farmer as he is, I trust, will result in making you better acquainted. Heretofore, perhaps, you have only looked at each other from your respective viewpoints. The farmer and the grain dealer are not enemies, but friends. Bound together by the ties of commercial brotherhood, your interests are so closely linked that one cannot be injured without the other is affected by the same injury. Does the drouth cut short the corn crop? Who feels the loss so heavily as the grain dealer? The advance in price will reimburse the farmer for his lessened yield, but the grain dealer must handle the shortened crop on the same margin of profit as if the yield had been normal. Is the grain dealer continually compelled to suffer the loss of short weights at market centers? That loss must eventually fall back on the farmer, for the dealer must make allowance for it in handling grain, and increase his margins accordingly or become a bankrupt.

To the correction of the problem of shortages and other evils, the Illinois Grain Dealers' Association stands pledged. Largely through its efforts, public weighmasters have been employed in the great market centers, and the shortage evil greatly lessened. A few years ago, when the exporting of corn from New Orleans was in the experimental

stage, shipments to that port were accompanied by tremendous shortages in weights. Remonstrances from individual shippers were unavailing. The Illinois Grain Dealers' Association sent a committee to New Orleans to investigate the shortage problem, and when it was learned that this committee represented 500 or 600 grain dealers, the evil was abolished, a system of checking was established, and weights as a rule were afterward satisfactory. Through the influence of the Grain Dealers' Association, more liberal rules of inspection have been adopted.

Contentment with our lot and sympathy for the other fellow only come to us when we learn that he, too, has burdens, trials and difficulties.

NORTHWESTERN INDEPENDENT GRAIN BUYERS.

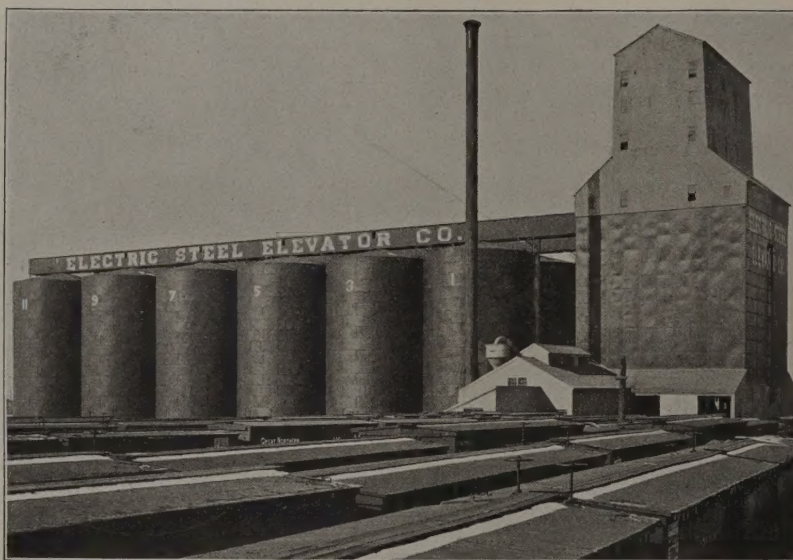
The first of a series of meetings designed to form an association of the independent grain buyers and farmers' elevator companies of the Northwest, as projected at the meeting of January at St. Paul, was held at Fargo on February 20. Twenty-nine elevators were represented at the meeting, who proceeded to organize the Northwestern Elevator Association, with the following officers: President, W. H. McPherson, Valley City, N. D.; first vice-presi-

on the various boards of trade throughout the country, and to conduct a regular commission business in harmony with board of trade rules. Arrangements have been made by which ample funds will be secured to finance the enterprise."

ELECTRIC STEEL ELEVATOR AT SOUTHEAST MINNEAPOLIS.

The new elevator of the Electric Steel Elevator Company at Southeast Minneapolis, a general view of which is shown in the accompanying cut, contains some novel features which will be of interest to grain men. The plant, which has a storage capacity of approximately 1,730,000 bushels, consists of a working house of a capacity of about 230,000 bushels, and twelve large storage bins, each fifty feet in diameter by eighty feet in height, having a storage capacity of approximately 125,000 bushels each. The sides and roof of the tanks are of steel and the bottoms (hoppered) of concrete. The cost per bushel for this tank storage, not including the cost of conveyor belts, was about six cents, which compares favorably with the cost of wooden storage bins.

The objection to having such a large quantity of wheat in a single bin on account of the danger from heating is largely obviated by the use of a



ELECTRIC STEEL ELEVATOR AT SOUTHEAST MINNEAPOLIS

dent, A. L. Ballou, Larrabee, Iowa; second vice-president, B. W. Perry, Bath, S. D.; secretary, J. C. Hanley, St. Paul; treasurer, J. M. Finney, Clinton, Minn.

It was decided to send out the officers to see the managers of the independent and farmers' elevators not represented at this meeting, and also the farmers of the Northwest in the interests of the Association. President McPherson is to cover North Dakota, A. L. Ballou Iowa, M. P. Moran and J. M. Finney Minnesota, and J. C. Hanley and B. W. Perry South Dakota.

The first meeting following the Fargo meeting was held at Austin, Minn., conducted by Vice-President Larrabee of Iowa. The delegates represented Northern Iowa and Southern Minnesota. It was reported at this meeting that this movement had resulted in the organization of no less than fourteen farmers' elevator companies; six each in North Dakota and Minnesota and two in South Dakota. The meeting appointed C. N. Edwards of the Sherburn Farmers' Elevator Company and Mr. Campbell of the Mantorville Farmers' Elevator Company as delegates from the district to a meeting at St. Paul on March 5 and 6.

At the meeting held on March 5 and 6 at St. Paul, it was decided, Secretary Hanley announced to the reporters, "to organize the Northwestern Cooperative Commission Company, with a capitalization of \$1,500,000. Offices will be opened in Minneapolis, Duluth, Chicago, St. Louis and Kansas City on March 15. It is the intention of the company," says the secretary, "to secure membership

thermo-electric device for measuring the temperature of the grain at each ten feet of height through the center of each bin. The wires run to a switch-board in the office and the temperature at the different elevations may be readily read off by turning the switch for the different points in the tanks or the different tanks.

The boilers are tubular, Hartford specifications; the engine a Twin City Compound Condensing Corliss of about 275 horsepower. The engine is belted directly to the cleaner line-shaft, which has keyed thereto a 150-kilowatt D. C. Generator, which supplies the electric current for running the upper conveyors, and a large motor in the upper part of the house which drives the elevator legs, fan, etc.

The structure is fireproof throughout. The floors are of concrete and steel; the wall of the house of corrugated steel galvanized; the engine and boiler house of brick. The bin portion of the house is 64 feet by 70 in plan, the bins being 65 feet deep, with sides of plate, stayed. The working-house, being the more expensive storage, was kept as small as possible. In it there are 23 bins, ranging in capacity from 6,000 to 13,000 bushels each.

Before the plant was built the owners discussed the relative advantages in point of cost and keeping quality of the different types of tank storage, namely, concrete and steel, tile and steel and steel tanks, and the latter were selected on the following grounds: First, the experience and investigation of the manager of the company had led him to the conclusion that there was little, if any, preference as far as keeping the grain was con-

cerned between the different types of tanks; second, that the steel tanks were unquestionably stronger than the others, and less liable to serious damage by settling of the foundations; and, finally, they cost considerably less.

The plant complete was designed by C. A. P. Turner, M. Am. Soc. C. E., who has an office at 816 Phoenix building, Minneapolis, Minn.

RELIEF FOR HAY SHIPPERS ASKED.

George S. Bridge of Chicago, president of the National Hay Association, appeared before the Interstate Commerce Commission at Washington on February 17, when the Commission heard arguments on the application of the National Hay Association for a reduction of the hay classification to the sixth class, as previous to January 1, 1900, the defendants being the Lake Shore and twenty-nine other railroad companies.

Prior to January 1, 1900, hay was transported at the lowest class, having been shipped at sixth-class rates for thirteen years. On that date, the official classification committee of the defendant carriers raised the classification so that since that date hay and straw have been transported at fifth-class rates. This increase amounts to one dollar per ton on hay between Chicago and New York, with proportionate advance for intermediate points. Yet no reason, except the arbitrary one, has been given for the advance in classification. Hay is loaded without expense to the carrier, except at New York and Boston, and can be shipped in any kind of a car that has a good roof; in fact, hay is one of the most desirable of commodities for railroads to handle, and it should be carried at a lower rate than even sixth class.

The brief filed by the Hay Association's counsel, John B. Daish, chief, is a strong document, and the applicants are in hopes of securing at least the Commission's order for relief.

[For the "American Elevator and Grain Trade."]

CLEANING BARLEY.

BY S. H.

When talking with elevator men about the cleaning of grain there is never any trouble in getting them interested if one will only take barley for the subject. Good barley is not a difficult grain to handle, because it must necessarily be in a fairly clean condition to grade No. 1 or 2; but when it comes to No. 3 or 4 and no grade, the man operating a machine has something to do if he makes a perfect separation.

He will find oats a very troublesome grain to contend with; they make it a point to follow and get through any screen large enough for the barley. The machine three or more screens deep has shown itself to be the best for this kind of work, as well as for the cleaning of other kinds of grain. Where you have the screens three deep to depend upon, the top one can be used as a scalper to take off sticks, straws and all coarse stuff, and the middle, or main, screen for oats and knuckle joints or straw that gets through the first set; and the bottom screens for seeds, wild buckwheat, etc.

Use coarse screens at the head of a machine in all cases. Number 24 first, 22 next, down to No. 20 on the top and smaller numbers on the main; No. 22 at the head in combination with 20, 18, 15. The seed screen should be divided, a part of it being a special perforation for wild buckwheat, and the balance No. 7. All numbers represent sixty-fourths of an inch.

The above combination will give good results on all grades of barley; but if the grain is in good condition, except for the small percentage of oats it may contain, it would be advisable to use smaller numbers of screens all the way through except on the bottoms. But it is of no use to put in a section of screen that is not perforated large enough to allow the barley to go through. I have witnessed a machine in operation on this kind of work where the head section of screen was No. 17 and the balance in combination 16, 15, 14, 12 and 11. This gave a very small capacity, and the Nos. 14, 12

and 11 were of no account; for as soon as the feed was heavy enough to carry down to these numbers, the barley tailed off with the oats.

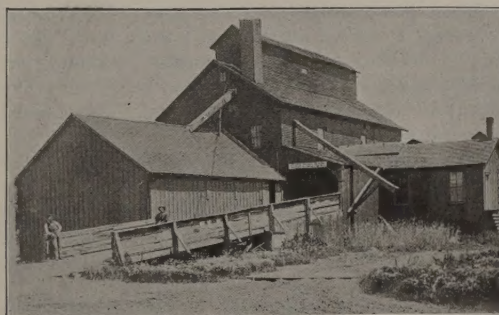
By changing the combination to Nos. 18, 17, 16 and 15 and feeding well down on the 15th, the separation was just as good and one can readily see the difference in capacity.

Where one is working to take oats out of barley, always take into consideration the fact that the oats, being the lighter grain, will float on top of the stream as long as there is any barley to float them, thus allowing the use of large perforations at the head of the machine; and when the stream of grain gets thin enough to allow the oats to work themselves through, that is the place to apply the smaller number. Follow this plan all the way to the tail, and you will have almost a perfect separation.

Many of the warehouses are cleaning barley screenings and putting them in condition to be mixed with oats for feed purposes. This is a simple process. Follow along the same lines as above, aiming to take out sticks, straws, etc., and use the same numbers for seed as on the other work.

J. CARSTENS & SON.

J. Carstens & Son of Nokomis, Montgomery County, Illinois, are "up against it" this winter, having literally nothing to do. Corn made but a scant ten bushels to the acre last season, and there is little or no surplus. Indeed, with farmers paying each other 60 cents for ear corn for feed, there



ELEVATOR OF J. CARSTENS & SON, NOKOMIS, ILL.

is little for the corn shipper to do; and J. Carstens & Son have, in fact, shipped but four cars out of the crop. The corn itself is very poorly filled and yields not over 50 to 52 pounds to the bushel.

Our friends the Carstens are, however, taking the situation philosophically, and hope for better things from the next crop. Their house is a good one and well equipped. The main building is 30x50 feet in size, with height to give a capacity of 25,000 bushels. It has a cob house and engine room, 24x40 feet in size; and a 10,000-bushel corn crib at the east end, with drag conveyor through the center to move ear corn to the sheller. Adjoining the railway (Big Four) is an oat bin of 8,000 bushels' capacity.

The equipment consists of a 25-horsepower engine and boiler, a Western Sheller and Cleaner, with 1,000 to 1,200 bushels' capacity per hour; two stands of elevators, one with 6x12-inch and the other with 5x10-inch cups, and an 18-ton hopper scale, erected at a sufficient height to spout directly to cars. Everything is, in fact, in good shape and convenient to work—when there is grain to handle.

The Indianapolis Board of Trade has adopted resolutions declaring that the official minimums on grain exacted by the various railroad associations are unreasonable, because it is impossible to load cars of less than 40,000 pounds' capacity to an exact load of 10 per cent above marked capacity. The Board therefore asks of the associations that the minimum for cars under 40,000 pounds' capacity be changed to permit loading within 10 per cent below or 10 per cent above stencil capacity. Attention is called also to the minimums on grain products, which are as low as 26,000 pounds in cars of any stenciled capacity; therefore the change suggested is not out of line or a hardship on the carriers.

KANSAS GRAIN DEALERS' ASSOCIATION.

The fifth annual meeting of the Kansas Grain Dealers' Association will be held in the Council chambers of the Auditorium, Topeka, on Tuesday and Wednesday, March 25 and 26. This will be, of course, the most important meeting of the Association for the year, and every member should make a special effort to be present. Among the visitors named by Secretary Smiley as having expressed their intention to be present are President B. A. Lockwood and Secretary G. A. Stibbens of the National Association and also the presidents and secretaries of the state associations of Texas, Iowa, Nebraska and Oklahoma, who will be able to say something valuable.

The program of the meeting is as follows:

TUESDAY AFTERNOON, 3 O'CLOCK.

President's annual address, Mr. L. Cortelyou, Muscotah, Kan.

Reading of minutes of previous meeting.

Appointment of committees.

Paper—"Crop Statistics; Their Value to the Association," by H. Work, Ellsworth.

TUESDAY EVENING, 7:30 O'CLOCK.

Address by Gov. W. E. Stanley.

Smoker in the Council chambers of the Auditorium.

WEDNESDAY MORNING, 9:30 O'CLOCK.

Paper—"Grain Inspection in Kansas," by B. J. Northrup, chief grain inspector, Kansas City, Kan.

Address by H. L. Strong, Kansas City, Mo.

Address by W. S. Washer, Atchison, Kan.

Paper—"Benefits to be Derived from Closer Relations Between the Grain Dealers and the Transportation Companies," by J. T. White, Ada, Kan.

Paper—"A Member's Duty to His Association," by D. Hunter, president Southwest Iowa and Northwest Missouri Union, Hamburg, Iowa.

Paper—"Care of Scales; Estimating of Grain and Coopering of Cars," by H. A. Foss, Board of Trade weighmaster, Chicago, Ill.

Paper—"What Associations Have Done for the Grain Trade," by G. A. Stibbens, secretary Grain Dealers' National Association, Chicago.

WEDNESDAY AFTERNOON, 2 O'CLOCK.

Secretary's annual report.

Treasurer's annual report.

Report of committee on resolutions.

Report of auditing committee.

Address by J. P. Harrison, president Texas Grain Dealers' Association, Sherman, Texas.

Address by H. B. Dorsey, secretary Texas Grain Dealers' Association, Weatherford, Texas.

Paper—"The Regular Grain Dealer a Necessary Factor," by G. A. Wells, secretary Iowa Grain Dealers' Association, Des Moines, Iowa.

Address by A. H. Bewsher, secretary Nebraska Grain Dealers' Association, Omaha, Neb.

Election of officers.

Adjournment.

As to the annual excursion at the conclusion of the meeting Secretary Smiley's circular to the members of the Association says: "We will be compelled to give up our southern trip, not being able to secure the requisite number to secure the minimum rate. Believing that quite a number of our members desire some recreation, I have arranged for a trip to Chicago at the close of our annual meeting; and we will be given a special train with one hundred as the minimum. If desired, I can arrange for a day run returning through Illinois, Iowa and Northern Missouri. If the weather is pleasant, will arrange for a trip from Chicago to Milwaukee and return by water. I presume most of you visited Chicago during the World's Fair in 1893, but can assure you that many improvements have been made in Chicago since that time. We will be furnished a special train and modern equipment for one fare for the round trip from Topeka. If you desire to make this trip, advise at once so that all arrangements can be perfected."

A grain dealer at Algona, Ia., was recently recommended to the grand jury of his county, charged with having used a shrinker on his scales.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

CHANGE OF FIRM IN INDIANA.

Editor American Elevator and Grain Trade:—Mr. C. C. Kirk has sold his interest in the Seafeld Grain Co. of Seafeld, Ind., to Schlade-man Bros., who are engaged in the general merchandise business. They already owned a half interest in the grain, coal and tile business conducted by this company, which will now be carried on in the future under the firm name of Schlade-man Bros.

Yours respectfully,

G. L. SCHLADEMAN.

Seafeld, Ind.

AN OILY PROPOSITION.

Editor American Elevator and Grain Trade:—We have had no complaint to make against the railroad company, as we have had all the cars needed at our command.

I inclose you a letter from a Cleveland oil concern. This might seem to be a valuable correspondence, but, seriously speaking, we cannot use this shipment of oil which is only five miles distant.

Yours truly, GEO. W. TOPPING.

Brooklyn, Ind.

RECEIPTS VERY LIGHT.

Editor American Elevator and Grain Trade:—Most of our corn crop that will come to market is in. We are getting some wheat but local millers will take it at prices above what we can get at eastern points. As to oats, we do not look for any, as there are but few in the country outside of what will be needed for seeding.

As our roads are liable to break up any day now we look for trade to be no good.

Yours truly, IRA CADWALLADER.

West Lebanon, Ind.

INDIANA WHEAT OUTLOOK NOT BRIGHT.

Editor American Elevator and Grain Trade:—While the car situation is much improved local points are suffering to some extent.

With the declining markets and loss of the snow, farmers have ceased to market their grain, showing them to be in a position to hold on a decline, with a number stating they will sell their growing wheat crop for the price of the seed sown. While there is no question as to the plant being very badly hurt, they are confirmed kickers and always quote the dark side of their interests.

Very respectfully, E. L. CARROLL.

Decatur, Ind.

FROM A TEXAS DEALER.

Editor American Elevator and Grain Trade:—I wish to say this of your paper, it is actually the best grain journal now before the public. No up-to-date grain man can afford to be without it.

I now have my new elevator under full headway and will have it completed by May 1. While my loss was about \$3,000 from the fire on the night of December 24, I still have courage to rebuild. My new plant will cost me about \$6,000.

It is still dry in Texas, but wheat is doing fairly well. If we have rains in 30 days we will be all right.

Yours truly,

W. W. MAJOR.

Midlothian, Texas.

NEED SOMETHING TO BUY.

Editor American Elevator and Grain Trade:—We have had no trouble in this locality for some time past in securing cars in which to load grain. The fact is, there has been so little to load that it certainly has cost the railroads nothing to buy extra equipment to handle the grain.

This time last year we were handling 75 to 100 cars per month; now we are handling not to exceed 20 cars per month. Wheat is pretty well out of the country and what corn there is, in my opinion, will be held until a new crop is assured. There is a large amount of low grade hay yet in the farmers' hands, but it cannot be bought at a

price that will enable a shipper to handle it for the eastern markets.

I know of nothing a grain shipper needs so much now as something to buy.

Yours truly,

P. E. GOODRICH.

Winchester, Ind.

"NO PLACE LIKE HOME."

Editor American Elevator and Grain Trade:—I notice that an item in your paper last month stated that I had sold out my grain business. So I did, but I have now bought the business back from Samuelson & Nelson of Stombsburg, Neb., and will continue at the old stand at Sabetha and also at Price. Seventeen years in one place makes one think of the old saying, "There's no place like home."

Yours truly,

J. P. CUMMINGS.

Sabetha, Kan.

NO DEMAND FOR CARS NOW.

Editor American Elevator and Grain Trade:—Early in the winter and up to as late as February 1, we were badly handicapped by the want of eastern line cars at our elevator. Since that time we have been offered more cars than we could use. The situation this winter was the worst that it has been in our experience.

The movement of grain is practically nothing from the first hands.

Yours very truly,

THE HARTLEY GRAIN CO.,

Per A. E. Hartley.

Goodland, Ind.

CAR SHORTAGE CAUSES HEAVY LOSS.

Editor American Elevator and Grain Trade:—Just at present I can get all the cars I need, but it is too late. I wanted to sell my corn in January but could not get cars to move it until the price broke 8 cents a bushel. Then I got cars. This caused me a loss of over \$500.

Last winter I could not get cars and had to let the grain go by. Again in thrashing time the elevator got full and I had to let thousands of bushels go to other places because I could not handle it for lack of cars and room. I will probably need one car a day after harvest, and some days two if we have an ordinary crop. My elevator capacity is about 20,000 bushels.

Respectfully yours, G. W. FRIDAY.

Idaville, Ind.

STILL SHORT ON CARS.

Editor American Elevator and Grain Trade:—Through this territory, especially at points where there is but one railroad, cars are very scarce. In our own case we are not getting half enough cars to do the business our trade demands. This condition of affairs has existed for the past six months and there is no relief in sight.

We are located on the main line of the Pennsylvania Railroad, one of the best, if not the best, equipped roads in the country, and yet they have not supplied us during the past six months with sufficient cars to carry on our business satisfactorily. We think the situation will be better soon, but there is not much evidence to warrant it.

Yours truly,

NIEZER & CO.

Monroeville, Ind.

A NEW OHIO ELEVATOR.

Editor American Elevator and Grain Trade:—We promised some time ago to give you a description of our elevator when completed. Last fall we tore down our old elevator of about 10,000 bushels' capacity and replaced it with a new one of 25,000 bushels' capacity. It is operated by steam power, has a steam dump with almost level driveway. The building has a solid stone foundation, slate roof and ironclad siding.

The work was done by Bemis & Krum of Sidney, Ohio. The machinery was furnished by Philip Smith of that place. The elevator was started up on January 1.

We have a 25,000-bushel elevator at Irwin, Ohio, which was purchased of D. J. Burnham & Co.

I have two sons and a nephew who look after the grain business, while I devote most of my time to the wool and live stock business. We also have a large trade in the buggy and implement business.

We did not have half a crop of corn and at present (March 7) our wheat crop is looking very bad.

Yours truly,

R. B. GORDIN.

South Solon, Ohio.

CAR FAMINE RELIEVED BY SHORT CROP.

Editor American Elevator and Grain Trade:—There has been quite a car famine in this part of the state this winter, but I think conditions are a little better just now because there is no grain moving. If we had had a good crop of corn last year I think we would have felt the car shortage much worse. It seems that it was bad enough when the prices were such as to make dealers want to ship.

Wheat in this section looks bad, but is covered with snow now and may come out better than expected in the spring.

Yours truly,

C. CUNNINGHAM.

Terhune, Ind.

RAILROADS SHOULD PREPARE FOR LARGE BUSINESS.

Editor American Elevator and Grain Trade:—Some of our people have experienced trouble in securing cars, but the grain dealers in our territory have suffered very little for the reason that we have had but little grain to handle. Stock cars for awhile were very scarce, often making it necessary to hold stock in the yards for two or three days. I think the railroads should equip their lines with a number of cars sufficient to handle the coming grain crop. We look for a large movement of wheat, oats and corn. The oats and corn acreage will be large on account of prevailing prices. Wheat is now well protected by snow.

Yours truly,

J. K. SLACK.

Muncie, Ind.

WILL PREPARE FOR LARGE CROP.

Editor American Elevator and Grain Trade:—Grain in this section is moving very slowly. Quite a number of farmers now holding their corn are thinking of letting loose soon, as bad roads and spring work are in sight. We have already shipped more corn than we counted on for the year.

Car service is very fair at present, as cars bringing in goods are sufficient to care for all the grain that is moving.

If spring conditions permit there will be an unusually large oats crop put in. The early sown wheat went under the snow in good condition but the late sown was very weak and was probably damaged to a great extent by the dry weather in December.

I am now commencing to fit my elevator for a booming corn and oats crop, and will live in hopes of same being realized, for a time at least. Will enlarge the ear corn capacity and also the elevating capacity.

With best wishes, I remain

Yours truly,

JOHN M. ENYART.

Galveston, Ind.

CORRECTING TRADE EVILS BY CO-OPERATION.

Editor American Elevator and Grain Trade:—The car situation at Cambridge City has not been at any time very stringent; however, we have been shipping very little grain from this point, but in the milling business we have always been furnished cars very promptly.

Your assurance of aid in securing satisfactory conditions for the grain dealers, and in keeping them when secured, is appreciated. These conditions can be better brought about when all of the receivers, commission men and track buyers have become identified with the Grain Dealers' National Association, and work in harmony with the state associations, and the regular dealers who are members of these state organizations, especially in the matter of confining business and bids strictly to those who have the facilities for handling grain and are continuously in the market.

By bidding and dealing with a man who has nothing more than a scoop shovel, these firms encourage the scalper to come into the market whenever the conditions are favorable, and discourage the man with a legitimate business and permanent investment in elevator property so much that

he will naturally turn his attention to markets where they are not in favor of the above-mentioned methods. Consequently, these firms are a detriment to the ones in their own markets desiring to do business properly as well as to the country shipper.

It is only by the combined effort of the honest and honorable receivers through the National and the country shippers through their state associations that we can expect to correct these evils.

Yours very truly, S. B. SAMPSON.
Cambridge City, Ind.

FARMERS SAVING AND HOLDING CORN.

Editor American Elevator and Grain Trade:—At this point we have four railroads and have been very well supplied with cars, seldom being without them and never seriously inconvenienced. At points near here where they have but one railroad much difficulty has been experienced in securing cars.

The growing wheat went into its winter quarters about January 25 with the look of death over much of it. However, it is believed the tops only were killed and that the roots are still alive. The snow is now (February 19) melting off and the plant will again be exposed within a week if the present weather conditions obtain.

The reserve of wheat from last year's crop, in the hands of farmers and local elevator men, is estimated at from 15 to 25 per cent. I think the estimate reasonably accurate. The farmers are not selling. They don't need the money and anticipate better prices, so the movement of wheat will be very limited for some time yet.

The mills in this part of the state can consume all the wheat left; in fact, we are now buying wheat in Chicago rather than at prices locally.

The farmers have held their corn back in anticipation of better prices and I believe there will be a liberal supply offered in the early summer months. The quality of corn last year was inferior, generally speaking, and I believe it should find its way into the market before the warm, damp days of the springtime catch it. The feeders of grain have economized, never having gone through a winter with little corn as this, especially those who had the corn, for they have all tried to make a saving in order that they might sell at fancy prices in the spring.

Yours truly, C. B. RILEY.
Rushville, Ind.

ARBITRATION SHOULD BE ENFORCED.

Editor American Elevator and Grain Trade:—We are very much interested in the action of the Iowa Grain Dealers' Association with reference to parties who refused to arbitrate differences existing between buyer and seller. We believe that such action will certainly add strength and dignity to their Association. To be a member of any grain dealers' association, or to be a credit and add strength to the firm represented, it should carry with it weight and strength with the trade in general. Unfortunately the lack of executive ability in requiring the members to abide by the rules laid down by the various associations has been, as we see it, the weakest point in all of the various organizations.

We are especially pleased to see the stand which the secretary of our Illinois Association has taken on this point, and certainly feel that he has struck the keynote in his recent communication to the members. "Harmony is the strength of all institutions, especially ours," and we believe the members of the Illinois Grain Dealers' Association should take a firm stand on this point and uphold our officers in enforcing members to arbitrate questions in dispute.

We believe that all differences can be adjusted by the arbitration committee more satisfactorily, not only to the parties who are interested, but also neighboring dealers, than to resort to coercion or the courts. Certainly men who are fair minded and well informed as to the rules and customs of the grain trade are better able to pass upon a question in dispute than a jury of men who are not familiar with the first principles of the grain trade. We hope that all loyal Illinois grain dealers will stand by the Association and use every effort and honor-

able means to support the executive officers in the management of affairs in their respective capacities.

Yours respectfully,
BURKS GRAIN & ELEVATOR CO.,
Per C. A. Burks.

Decatur, Ill.

NO CORN COMING IN.

Editor American Elevator and Grain Trade:—At this point we have had all the cars we wanted. Our wants have not been large, and this being a place where a large number of cars are received and unloaded every day, we get the first chance at the cars if we want them.

Cars have been scarce at points where there is only one road and no factory to bring cars to unload. This caused many houses to fill up and hold corn when it was high, and now when they can get cars, corn has declined 5 to 6 cents per bushel, so that they don't care to ship, as they could not get what it cost them. Again, there is but very little grain of any kind moving at this time; prices having declined, they will not sell.

The farmer, as a rule, is a bull on the market, so, as there is no corn coming in, the buyer can hold what he has, expecting to get better prices after awhile. We think if the markets would advance 2 or 3 cents you would see a large increase in receipts of corn. We have no corn to ship from this place, as the home demand will need all we have, and it is the same with the wheat.

Our growing wheat is covered with snow, but when the snow came it was looking very bad. How it will look when the snow leaves we cannot tell.

We are, yours truly,
WELLINGTON & SON,
Per J. Wellington.

Anderson, Ind.

CAR SHORTAGE CHANGES TO GRAIN SHORTAGE IN INDIANA.

Editor American Elevator and Grain Trade:—The car situation here at present is satisfactory. Earlier in the season it was simply deplorable.

Very truly yours, GEO. C. WOOD.
Windfall, Ind.

Editor American Elevator and Grain Trade:—We have had no trouble at any time in securing cars from the railroad on which we are located. I have heard a few complaints from other dealers but at present I believe the conditions are entirely satisfactory.

Very truly yours, T. A. MORRISON.
Kokomo, Ind.

Editor American Elevator and Grain Trade:—For a long time it was almost impossible to get cars, but for the last fifteen days we have had no trouble in getting all the cars we want. The movement of grain in this locality is very light, as there was a very light crop raised.

Yours truly, LOUGHRY BROS
Monticello, Ind.

Editor American Elevator and Grain Trade:—Cars are more plentiful with us now that the grain is mostly shipped out.

The prospect for the growing crop of wheat is not promising, as all think the crop is damaged fully one-third in this section of the country.

Very respectfully, ALLEN & WELTON.
Wheatland, Ind.

Editor American Elevator and Grain Trade:—In regard to the car situation will say that we have no use for cars at present. The movement of grain is very light and what we are getting is being used here by the feeders and in a retail way. I think we could obtain cars here if we needed them.

Yours very sincerely, E. K. SOWASH.
Middletown, Ind.

Editor American Elevator and Grain Trade:—The car famine is letting up and shippers are getting cars to move their grain. Farmers are moving their wheat to market more freely than they have for some time. This is because the prospects for the growing crop are very encouraging. The plant has a good covering of snow and if March weather is favorable we will have a big crop of wheat.

Corn and oats are about all shipped out of this locality.

Yours truly, J. C. GORDON.
Argos, Ind.

Editor American Elevator and Grain Trade:—Regarding the car situation will say that lately I have been receiving cars within a reasonable time after ordering.

Yours respectfully, W. H. AIMAN.
Pendleton, Ind.

Editor American Elevator and Grain Trade:—Owing to the short grain crop in this vicinity we have not had much trouble getting what cars we wanted. Think other lines of trade are fairly well supplied at present.

Yours truly, HOLLAWELL & BRO.
Jamestown, Ind.

Editor American Elevator and Grain Trade:—We have had no trouble from shortage of cars this season. Grain is not moving very freely, as parties who have held corn over the break dislike to sell at present prices.

Yours truly, FRED B. FOX.
Tipton, Ind.

Editor American Elevator and Grain Trade:—I have not experienced any trouble in the past 90 days in getting cars and have heard of no complaints from my competitors. The fact of the matter is, none of us has anything to ship. We do not expect to ship very much until next harvest.

Our winter wheat went under snow before this last cold spell set in and is very well protected at present, but cannot say anything about its condition until later on.

Respectfully yours, J. A. MOUCH.
Mooreland, Ind.

AN OPEN LETTER ON THE BOARD AND BUCKET SHOPPING.

Editor American Elevator and Grain Trade:—I inclose an open letter which will explain itself:

Mr. H. C. Mowry, Secretary Illinois Grain Dealers' Association, Forsyth, Ill.

Dear Sir:—This public reply is in acknowledgment of your letter of March 4, in which you ask us to present a petition to our United States senator asking him to use his influence to have the government retain the present tax on bucket shops. Before taking any such action in the matter, a few feeble-minded grain men, who, of course, do not have the facilities for general information that you do, would like to ask a few questions and have you give your reasons in detail for such action.

For the sake of the argument, we will present to you and the public what might be termed the unpopular side of the question. Since the Board of Trade has gone into a combination, raising all commissions on country grain dealers and the public generally, and the Chicago public elevators have also combined on such a high rate of storage charges as to make the storage of grain in their elevators by a country shipper prohibitory, making the elevator interests and the Board of Trade interests two of the most powerful and strongest monopolies in the country, the rural grain men do not feel as friendly to this Chicago outfit as they formerly did; and we do not know of any reason why the country grain dealers of Illinois should try to break their necks in favoring them, under such circumstances. Almost all country grain dealers who speculate, betting against a full one-eighth commission, are bound to lose sooner or later. It is estimated that the grain dealers of the United States, including the farmers and speculators, pay a tribute to the Board of Trade of \$25,000,000 per annum, represented in commissions and losses. Many Board of Trade houses candidly admit that if they had taken all the orders they received from the country trade on their own account, giving their speculative clientage their option deals at the market price at the time the order was received, the commission men would be ahead on such a transaction.

Now, if this statement is true, and we believe it is, you can make the Grain Dealers' Association of Illinois one of the richest, most powerful and beneficent of organizations that can be imagined. And in this connection, we would ask, why not

establish at Springfield by your Association a central clearing house, putting in charge of same some honest, progressive man like George H. Phillips, the farmer's friend, the champion of fair prices, who was lately crushed by Board of Trade professional bears? Assess the members to start with enough to make up a paid-up capital stock of, say, only \$50,000. Let all the grain dealers of the state of Illinois, farmers and any other speculators who desire to follow agricultural pursuits of that kind, send their orders to this central clearing house for all the options they want; give them a square deal with the grain at the market price; at 1 o'clock each day figure up how the books stand; then hedge the difference on the Chicago Board of Trade; charge the little grain dealers and country speculators, who have hard work to make a dollar at that kind of business at best, only one-sixteenth cent per bushel, or \$3.12 on a 5,000-bushel lot, the same as most of the Board of Trade commission houses formerly charged, and compel these traders to put up their deposits in their local country banks as quick as they order the trades made; and in a few years' time, we prophesy that the Grain Dealers' Association of Illinois would have enough money to build and endow half a dozen good asylums for worn-out grain men, who have lost their health, their nerve and their money on the Chicago Board of Trade.

A great deal has been said against the pernicious influence of the bucket-shop; and in this respect we admit that it has its unfavorable surroundings; but did you ever hear of an institution of that kind coming down into the country and selling out a man's elevator, farm or country store, as has been done over and over again by Board of Trade commission houses? If a man must speculate, let him do it where he is liable to lose the least money; and one of the safeguards thrown around venture-some deals is to always limit one's losses, which is necessarily generally done in a bucket-shop to the amount of margin the customer deposits. But on the big Board of Trade, when a country dealer gets on the wrong side, he most always hugs his losses and tries to see how large a disaster he can bring upon himself.

We do not think, as an honest proposition, that the country grain dealers of this state owe anything to the Chicago Board of Trade. There are good analytical minds in the business who believe that the country trade generally, and the grain trade throughout the United States, would be better off and have dollars ahead if there never had been any Chicago Board of Trade in existence, and why you, as secretary of the great state organization, should persist in and desire to assist them through the influences of your official capacity, in building up further monopolies and obstructions that will prevent the country grain man from getting his commissions at a reasonable price and his Chicago elevator charges at a fair figure, is more than we can understand. As far as we are personally concerned, we do not care a cent about the matter either way, but in the interest of fair play and common sense we would like to have you trot out some arguments supporting your side of this matter. In the meantime, you may also point out any faulty irregularities in the argument which we present herewith—on the unpopular side, we admit—of this subject.

There are some very nice Christian gentlemen on the Chicago Board of Trade who would not stoop to dishonest action, one or two of whom we country grain men expect to meet in heaven, providing the New York Produce and St. Louis Merchants' Exchanges do not crowd us all out; but, on the other hand, there are also men on the Chicago Board of Trade floor who, for giving pointers and tuition in trickery and dishonesty, could take precedence in the front row of Joliet convicts.

Take your puts and calls, gentlemen, out of the Rialto building and out of the city and out of the state, and live up to the laws of the state which have been lately decided constitutional by the higher courts, and perhaps, after a while, we will be in a humor to talk to you about sending petitions to our United States senator from this state urging him to have laws enacted to pull the mote

out of the little gambler's eye and permit the big monopoly to go on with its combination of increased commissions and elevator charges.

COUNTRY GRAIN SPECULATOR.

Buncom, Ill., March 5, 1902.

BROWN & DUEY, CHESTER, NEB.

Brown & Duey of Chester, Neb., operate one of those small houses that have contributed to make the Burlington one of the greatest of the "granger lines"—small storage but large handling capacity, keeping the grain moving to market in a regular stream. Their house has only 10,000 bushels' capacity, but it is a pretty good model in other respects.

The main building is 26 feet square, with an addition 14x16 feet and an engine room, with dust bin above, 14x16 feet in size. There is also a detached cob-house, 14x24 feet in size. There is one dump and two sinks, one being for ear corn. The corn sheller in the pit is a No. 0 Victor, with a Cornwall Cleaner in the cupola. The bins are hoppers to the boot of the single-stand elevator, with 7x14-inch cups. There are upper and lower turn heads for distributing grain to bins, and also a 100-bushel hopper scale. The motive power is a 13-horsepower gasoline engine.

The entire plant is built in a substantial manner, and rests on heavy foundation walls, and all working parts of the premises are abundantly



ELEVATOR OF BROWN & DUEY AT CHESTER, NEB.

lighted by windows. In the right-center of the picture is seen an incomplete cob-house.

In addition to the parts described, there is also a warehouse on a lot conveniently near, which is used for small grain storage, the capacity being 15,000 bushels. This building is a substantial structure, with elevated driveway for unloading and another below for loading into wagons by gravity through spouts from nine bottom bins. This house the owners find profitable, especially for storing oats, the extra cost in handling being more than compensated for by the saving in insurance.

GRAIN GROWERS OF CALIFORNIA.

The preliminary canvass of the state of California in behalf of a grain growers' association, has been completed, and is declared by George W. Pierce, president, and F. E. Wright, secretary, of the temporary organization, to be sufficient to warrant a permanent association. These gentlemen claim that 50 per cent of the grain tonnage of the state is pledged to the association for marketing.

Secretary Wright announces that a meeting will be called soon to be held at Sacramento to perfect a permanent organization.

The movement has the endorsement of the Fresno Chamber of Commerce, which on February 22 adopted the following resolution:

Resolved, That at this meeting the Fresno Chamber of Commerce hereby endorses the objects of the Grain Growers' Association of California in organizing a coöperative association for the purpose of securing cheaper rates of transportation for the wheat raised in the state and shipped to the United Kingdom.

Broom corn jumped from \$100 to \$120 a ton February 14 at Arcola, Ill.

BANQUET TO EX-INSPECTOR FOERING.

A complimentary banquet was given by members of the Commercial Exchange at the Hotel Bellevue, Philadelphia, on the evening of February 27, to Captain John O. Foering, who recently resigned the position of chief grain inspector, which he has filled for twenty-five years. About fifty of Mr. Foering's friends in the exchange were present. A large silver loving cup was presented to the retiring chief. The presentation speech was made by Major Hancock, who acted as toastmaster at the dinner.

Mr. Foering responded, thanking the members for the expression of their hearty good-will and expressing his regret that the close relations of the last quarter of a century were not to be continued.

Other speakers making informal toasts to the retiring chief inspector were Col. John P. Nickelson, S. C. Woolman, James B. Canby, E. L. Rogers Antonio Sans and John D. Shanahan, chief inspector at Buffalo.

Those at the dinner were: Charles Dunwoody, A. D. Bahmer, R. S. Dewees, G. P. White, Nathan Sellers, George E. Bartol, James B. Canby, E. H. Price, Warner R. Howell, L. G. Graff Jr., Lee R. McKinstry, H. Brooke, S. L. McKnight, B. Devitt, S. R. Unger, Charles J. String, J. J. Felin, E. L. Rogers, W. W. Walton, Antonio Sans, L. K. Passmore, Henry Schwarz, P. A. McClain, Edmund E. Delp, George G. Omerly, William F. Brey, Willis C. MacNutt, James Hancock, Frank L. Neall, E. A. Hancock, William Howell Jr., J. W. Reatty, James L. King, M. F. Baringer, Joseph Bosler, S. C. Woolman, C. H. James, Frank Evans Marshall, W. R. Brown, John Barker, J. L. Jones, James Hay & Co., W. R. Cornell, Frank Richards, W. P. Brazer, Hubert J. Horan, Morris Miller, Louis Burk, A. E. Brecht, John O. Foering, Col. John P. Nickelson, M. N. Willits Jr., L. G. Logan.

The tables were arranged in the form of the letter F, in honor of the guest, and the decorations were with pink roses. The menu was printed on a card facsimile of the Philadelphia Exchange's blank memorandum of purchases and sales, on the back of which was a price quotation memorandum blank for wheat, corn and oats in Philadelphia, New York, Chicago and Duluth. It was a novel feature.

Captain Foering left Philadelphia on March 11 for Pasadena, Cal., where he will spend the coming spring months, returning early in the summer.

CANADIAN GRAIN COMING THIS WAY.

The congestion of the grain business in Manitoba and the Canadian Northwest, which was caused by car famine and overloaded elevators and absence of grain insurance, and which has been chronic ever since last harvest, has been the subject of protest and inquiry alike by farmers, dealers and officials. Neither element seems to have offered the immobile railways a practical way out of the dilemma until it was suggested that the Canadian Pacific and Canadian Great Northern should coöperate to get the grain to Duluth. This at first the C. P. Ry. refused point blank to do. Subsequently that road reconsidered; and since the last week of February the Canadian grain has been moving toward Duluth and Minneapolis in bond, in considerable quantity. The two cities stand ready to take for storage about 10,000,000 bushels between them, if it is sent.

On February 25 the Duluth Board of Trade began dealing in bonded wheat futures in a tentative way. While this kind of trading is said to be a success, it is not likely to become very popular for obvious reasons. The early tradings were at 1½ cents under May No. 1 Northern for Manitoba No. 1, and 4¾ cents under Duluth No. 2 Northern for No. 2 Manitoba.

The price of prison bags (jute) in California was fixed at 5.55 cents each. The stock on hand at San Quentin on February 16 was 1,692,000, of which 367,400 are sold but undelivered on last season's orders. New orders for about 500,000 bags were booked at the date named.

FIRST ANNUAL MEETING OF THE CHIEF GRAIN INSPECTORS' NATIONAL ASSOCIATION.

The first annual meeting of the Chief Grain Inspectors' National Association was held at Philadelphia on February 13-15. On February 13 the chief inspectors assembled at their headquarters, Hotel Walton, at 11 o'clock a. m., and were conducted to the Bourse building by their president, Mr. John O. Foering, where they were welcomed on the floor of the Philadelphia Commercial Exchange by the president of that organization, Mr. Chas. Dunwoody, and the chairman of the grain committee, Mr. Jas. B. Canby. Mr. John O. Foering read an address of welcome.

Mr. Foering's address was as follows:

I warmly greet you, and thank each one present most heartily for your generous response to the call issued for this gathering and for the intense interest you have shown in the work proposed and inaugurated at the meeting of the Grain Dealers' National Association, held at Des Moines, Iowa, in October last. It is more than a pleasure to be able to make the statement that in the entire history of the grain trade, no movement of greater importance to the grower of, and the trader in, cereals has been presented, and has received such spontaneous support in all channels than this movement (born only four months ago) for the promotion of more uniformity in the grading of contract grades of grain in this country. The several commercial bodies and warehouse commissions whom you represent are entitled to special thanks in sanctioning your presence at this meeting. It should be well understood that this organization of chief inspectors was formed partly for social purposes, to bring us closer together and broaden our knowledge of the work assigned us, and with the knowledge acquired to be in a position to suggest (not to dictate) to the several bodies controlling the inspection bureaus such ideas in regard to the grading of grain as will benefit the masses who are directly interested in the buying and selling of the different cereals that we may be called upon to classify and grade.

The first gathering of this Association, at Des Moines, numbered eleven inspectors, and the display of standard samples they made at that convention, which was so largely attended by grain dealers from so many sections of the United States, was a new departure, and while being highly instructive to ourselves as inspectors was of more importance to the grain dealers present, as it put them in close touch with the men who are the arbitrators of their shipments, also giving them an opportunity of gauging our qualifications to a certain extent; and I feel that the display of samples, along with the pleasant interchange of opinions, caused a large number of delegates to return home with more confidence and more knowledge than they could have acquired from any other source. Therefore, I believe it will be to the best interest of all to encourage and insist upon the attendance of their chief inspectors at all future assemblages of the Grain Dealers' National Association, and would now ask, why have you gentlemen sacrificed the comforts of your warm firesides and traveled in this inclement season of the year from the far West and Northwest and points not quite so remote at this call of your president?

It is because you have a duty to perform, and should you arrive at some definite understanding at this meeting, and our suggestions as experts receive the endorsement of our appointing bodies (who are more deeply interested than we are as individuals), we will have paved the way for the abolishment of many of the perplexities that frequently annoy the trade, and thus help to create more confidence between the buyer and seller which cannot help but be beneficial. I hope to see the day, and that it may be in the very near future, that the several bodies controlling the inspection bureaus in these United States shall have so modified their grain rules as to make them identical with one another, and that the grading of contract grades of grain shall be just and uniform. That the buyer, whether he be a consumer at home or an importer in a foreign land, will be willing to accept the "American certificate of inspection," no matter at what grain center it may have been issued, for the full face value, and feel as much at ease with it in his possession as though he were grasping a United States government bond.

Mr. President and members of the Commercial Exchange of Philadelphia, it gives me great pleasure to introduce this morning the members of the Chief Grain Inspectors' National Association, and I trust that the information they may impart to the members of this Exchange will be of much value in the promotion of your business interest.

Mr. Dunwoody, president of the Commercial Exchange, then welcomed the visiting inspectors with the following words:

Gentlemen of the Chief Grain Inspectors' National Association, it affords me great pleasure to welcome you to Philadelphia and to the Commercial Exchange. I can assure you that the members of our Exchange feel a deep interest in the work before you, and we fully believe that much good can be accomplished by your coming together; even though you may find it impossible to fully establish uniform standard grades of grain, we feel that there are other matters of interest which can be worked out by our coming in close contact with each other.

I wish also to say that we fully appreciate the honor conferred on our chief inspector, Mr. Foering, by his election as the first president of your Association. We esteem him, and are happy in knowing that his personality commends itself to you to have thus honored him. I trust that each one of you may carry with you

on your return a copy of the minutes of your business meeting, in order that the members of the various exchanges you represent may be made familiar with the workings of your Association, and I hope the reports you may make will result in the endorsement of your actions and that your organization may be fully established on a permanent basis.

The committee in charge of the program for our entertainment I trust may find something to interest you outside of the grain inspection department during the hours you are not in business session, and at some future time we will hope to have you with us again.

Mr. J. B. Canby, chairman of the "Grain Committee of the Commercial Exchange of Philadelphia," then added to the kind welcome of Messrs. Foering and Dunwoody, in the following address:

The Commercial Exchange extends to the Chief Grain Inspectors' National Association a cordial welcome and the best wishes for a successful convention. Your object to make the standard grades of grain throughout this country uniform, so far as possible, is surely an object well worth striving for and in line with the progress of the age we live in. This Exchange is free to you and will be glad to aid you in every way and make your stay in Philadelphia agreeable. In honoring Chief Inspector Mr. John O. Foering with our presidency you have honored us, and we are glad to testify to his capable and upright adminis-

ing at Philadelphia, February 13, 1902, at 3 o'clock p. m.

The minutes of the foundation meeting, held at Des Moines, Iowa, October 4, 1901, were read.

By request of the president, the first call for the meeting, dated December 9, 1901, was read and, on motion of Mr. Shanahan, was ordered spread upon the minutes.

In reference to this call the secretary reported that he had sent copies of this notice to all chief inspectors that are members of the Association as well as those who were not, so far as he could obtain their addresses. He also stated that he had taken upon himself the responsibility of inviting to the convention such of the Canadian inspectors of whom he had information; also the officers and directors of the Grain Dealers' National Association and others who would be likely to be deeply interested in the work. He further stated that the replies received to this communication made it necessary to change the date of the meeting from Janu-



G. H. Wolcott, Boston. J. N. Barnard, Minneapolis. W. H. Gooding, St. Louis. J. D. Shanahan, Buffalo. E. H. Culver, Toledo. B. J. Northrup, Kansas City, Kan.
John Heiner, Indianapolis. G. H. K. White, New York.
M. P. Hutchins, Detroit.
Wm. Smillie, Chicago. Chas. McDonald Jr., Baltimore. John O. Foering, Philadelphia. L. D. Marshall, St. Paul. Homer Chisman, Cincinnati.
F. M. Eva, Duluth. F. H. Tedford, Kansas City, Mo.

CHIEF GRAIN INSPECTORS AT CONVENTION HELD IN PHILADELPHIA, FEBRUARY 13-15, 1902.

tration in all the twenty-five years he has served this Exchange, and we feel sure you have the right at your head.

Mr. John D. Shanahan of Buffalo, N. Y., secretary, on behalf of the Association responded to the addresses of welcome in a few well-chosen words, and was followed by Mr. E. H. Culver of Toledo, Ohio, who thanked the Commercial Exchange for their kind and hearty welcome.

The Association was then invited as guests of the Commercial Exchange to partake of luncheon, which was served very bountifully and well in the "Bourse Café." After luncheon the delegates repaired to the assembly room of the Bourse, of which the use had been tendered them, gratis.

MINUTES OF THE FIRST MEETING.

Present:—Messrs. J. W. Barnard, Minneapolis, Minn.; Homer Chisman, Cincinnati, Ohio; E. H. Culver, Toledo, Ohio; F. W. Eva, Duluth, Minn.; John O. Foering, Philadelphia, Pa.; W. H. Gooding, St. Louis, Mo.; John Heiner, Indianapolis, Ind.; M. P. Hutchins, Detroit, Mich.; L. D. Marshall, St. Paul, Minn.; Chas. McDonald, Jr., Baltimore, Md.; J. D. Shanahan, Buffalo, N. Y.; Wm. Smillie, Chicago, Ill.; F. H. Tedford, Kansas City, Mo.; Geo. H. Wolcott, Boston, Mass.

Meeting was called to order by President Foer-

ary to February, and that another call had been issued, the result of which there was received pledges from sixteen different chief inspectors from the various parts of the country, that they would be present at this convention.

Mr. Shanahan moved that a committee be appointed to perfect the work of organization. The question then arose as to whether the committee that was appointed at Des Moines for the purpose had completed the work.

The president decided that the committee had not completed its work, inasmuch as it had formulated no by-laws; but as Mr. Bidwill, a member of that committee, was not present, Mr. Shanahan moved that Mr. Foering be appointed in his place, and that the committee be composed of Messrs. Foering, McDonald and Gooding, and that they proceed to draft by-laws to govern the Association. Motion was carried. The president then declared a recess in order that the committee could draft by-laws.

By order of the president the session was resumed at 4:15 p. m. Mr. Foering, chairman of this committee then reported as follows:

This organization shall be known as the Chief Grain Inspectors' National Association. The object of the Association is for the purpose of

closer intercourse between the chief grain inspectors of the United States, with a view to preventing those differences which often arise where a misunderstanding of the customs of the various markets exist, and in order to advance the general interests of the grain trade by a more intelligent application of the grades and standards established in the different states. Also, for social and business intercourse, this Association is hereby founded.

Meetings.—The annual meeting of this Association shall be held at the time and place of the holding of the annual meeting of the Grain Dealers' National Association.

Officers.—The officers of this Association shall consist of a president, vice-president and a secretary, who shall also be treasurer.

Election of Officers.—The election of officers shall take place at each annual meeting of this Association.

Membership.—All chief and chief deputy grain inspectors or retired chief and chief deputy grain inspectors shall be eligible to membership and to hold any office in the gift of this Association to which they may be elected.

Dues.—The annual dues shall be three dollars per year to each member, payable at the annual meeting.

Committees on Grades.—The president shall appoint three or more members on each class of grain, who will select such samples as in their judgment are best suited for the minimum of the standard grades. These samples they shall submit to the convention at each annual meeting, and should such samples be approved by a majority vote of the convention, duplicates of each sample approved and confirmed by the convention shall be furnished to each member of the Association, and by them submitted to their several grain committees or warehouse commissions, as the case may be, for adoption or rejection, and unless such samples are unanimously adopted by all exchanges and warehouse commissions they shall not be binding on any market.

Mr. Culver moved that the proposed constitution and by-laws as submitted by the committee be adopted. Motion was carried unanimously.

An amendment was offered to the by-laws by Mr. Shanahan as follows:

Each chief and chief deputy inspector will forward to the place of holding of the annual meeting, and in time for such meetings, not less than one peck sample of the minimum of all contract grades in force in his market, for exhibition.

On motion this amendment was carried.

On motion of Mr. Tedford, the meeting adjourned.

The delegates were guests of their president, Mr. John O. Foering, at Keith's Theater in the evening, and a very enjoyable time was had.

SECOND DAY.

The delegates assembled at headquarters, Hotel Walton, and as guests of the Philadelphia Commercial Exchange, in carriages proceeded to the Baldwin Locomotive Works, the new United States mint and Cramps shipyards. The three institutions were inspected and much enjoyed. They then returned to the Bourse and from there were driven to Independence Hall, where much of historical interest was found and duly enjoyed.

Luncheon was then served by the Philadelphia Commercial Exchange, and after luncheon the delegates repaired to the assembly room of "The Bourse," where the business meeting of the second day was held.

The meeting of February 14 was called to order by President Foering, and minutes of last meeting were read and approved.

Present:—Same as on first day and B. J. Northrup, Kansas City, Kan.

Letters were read by the secretary containing words of encouragement and regrets for non-attendance at the convention from the officers of the Grain Dealers' National Association and Chief Inspectors C. McD. Robinson, Galveston, Texas; C. B. Tyler, Newport News, Va.; W. P. Dixon, Kankakee, Ill.; W. R. Conley, Jr., Albany, N. Y.; E. R. Gardner, Memphis, Tenn.; W. B. Boyd, Lafayette, Ind.; David Hart, Winnipeg, Ont.; Frank E. Gibbs, Fort William, Ont.; also letters from Robert Montgomery, of Montgomery, Jones & Co., Liverpool, England, and the Consulate of Denmark, at New York.

President Foering then announced the following committees to select minimum samples of contract grades for approval of the Association, and when approved to be submitted to the proper authorities in each market for adoption or rejection.

No. 2 Red Winter Wheat.—Chas. McDonald, Jr., W. H. Gooding, E. H. Culver.

No. 2 Hard Winter.—B. J. Northrup, J. D. Shanahan, F. H. Tedford.

No. 1 Northern Spring Wheat.—G. H. K. White, Wm. Smillie, F. W. Eva.

No. 2 White, Mixed and Clipped Oats.—Homer Chisman, Geo. H. Wolcott, John Heiner.

No. 2 Rye.—M. P. Hutchins, Chas. McDonald, Jr., J. N. Barnard.

After some discussion the following committee was appointed to select standard samples for corn: John O. Foering, E. H. Culver, F. H. Tedford, G. H. K. White, Wm. Smillie, Chas. McDonald, Jr., J. D. Shanahan.

It was understood that owing to the difficulty of fixing the amount of moisture to be allowed that condition was to be left out of the question, and color and quality only considered, so far as corn is concerned.

Mr. Shanahan announced that death had thus early entered the ranks of the Association, and had called away to his last sleep one of our brother chief inspectors, in the person of Robert H. Jenkins of Boston, Mass., who died suddenly on January 7, last, and moved that a committee be appointed to formulate resolutions of condolence on his sudden death. The motion was carried unanimously, and the following committee was appointed: Geo. H. Wolcott, L. D. Marshall and J. D. Shanahan.

Meeting then adjourned.

A banquet to the visiting chief inspectors was given by the Philadelphia Commercial Exchange at the "Hotel Walton," at which were present besides the chief inspectors, Mr. Chas. Dunwoody, president; Samuel L. McKnight, vice-president; Chas. J. String, treasurer, and the following members of the grain committee of the Exchange: James B. Canby, chairman, L. G. Graff, Jr., George G. Omerly, John Barker, Edward L. Rogers, E. H. Price. The table was prettily laid and decorated with American Beauty roses and carnations. Mr. Canby acted as toastmaster and had a great deal to say for Delaware (from which state he comes) and blue hens' chickens. Each chief inspector was asked to say something for his own city and market, and the affairs were enjoyed by all present. The banquet over, the whole company attended the Chestnut Street Opera House as guests of the Philadelphia Commercial Exchange.

THIRD DAY—FEBRUARY 15.

The morning was spent by the different committees in the sample room in making up standard samples to submit to the Association at the afternoon meeting. This finished, the delegates were invited to the floor of the Exchange, where a Christmas tree had been arranged by Messrs. Hancock & Co., each visiting inspector was presented with a token supposed to represent his individual city and required to make a speech. Much fun was had, and each inspector carried off his gift as a cherished memento of his visit. The delegates then were regaled with luncheon as guests of their president, Mr. John O. Foering; after luncheon the third and last business meeting was called in the assembly room of the Bourse.

Meeting called to order by President John O. Foering. Minutes of last meeting read and adopted.

Present:—Same as on previous day and G. H. K. White of New York City.

At the opening of the meeting Mr. L. K. Passmore, ex-president of the Philadelphia Commercial Exchange, made the following address:

It is always a pleasant experience for me to meet with gentlemen from other parts of the country, and it is a peculiarly interesting and pleasant experience to me, as a receiver and handler of grain, to be permitted to come in contact with people who are handling grain in this country, and I thank you, Mr. President, for bringing these people to us, and I hope that they have enjoyed themselves here and that you will bring them here again.

The president then asked the sense of the Association as to having the proceedings and deliberations published in pamphlet form.

The secretary moved that the minutes and full proceedings of the convention be published in pamphlet form, and a copy sent to each member of this Association and to all inspectors not members of this Association and to the different grain exchanges and warehouse commissions, as far as possible. Carried.

The president then called for nominations for the office of vice-president of the Association. Mr. Hutchins moved the nomination of Mr. W. H. Gooding of St. Louis; Mr. Smillie moved the nomination of Mr. Culver. Mr. Culver declined in favor of

Mr. Gooding, who was elected by acclamation, on motion of Mr. Tedford.

Mr. Geo. H. Wolcott, through the secretary, then offered the following resolutions on the death of Mr. Robert H. Jenkins of Boston, Mass.:

Whereas, It has pleased our Heavenly Father, in the infancy of our organization, to take from our ranks one of our beloved brother chief inspectors in the person of Robert H. Jenkins of Boston, Mass., a man of high distinctive character, and in whatever position we found him his presence was made manifest. He was of a sympathetic nature. His hand and purse were ever ready to assist the needy. He loved his country and flag, and in his youthful days spent some years in the defense of our beloved Union; and,

Whereas, We as an organization, feel that the grain trade has lost a good and faithful servant, and that the Chief Grain Inspectors' National Association has lost a beloved and esteemed member; therefore, be it

Resolved, That we, the Chief Grain Inspectors' National Association extend to the widow and family of our deceased associate and to the Boston Chamber of Commerce our heartfelt sympathy and condolence; and be it further

Resolved, That a copy of these resolutions be engrossed and tendered to the widow and family of our departed friend.

On motion of Mr. Northrup, the resolutions were unanimously adopted.

The president then called for the reports of the committee on samples.

The reports were then submitted by the chairmen of the different committees, and considered as follows: No. 2 Red Winter Wheat, No. 2 Hard Winter Wheat, No. 1 Northern Spring Wheat, No. 2 White Oats, No. 2 White Clipped Oats, No. 2 Mixed Oats, No. 2 Mixed Clipped Oats, No. 2 Rye, No. 2 Mixed Corn, No. 2 Yellow Corn, No. 2 White Corn.

After some discussion, the samples as submitted by the different committees were adopted as minimum standard samples of this Association, subject to approval of the different exchanges and warehouse commissions.

Mr. Shanahan then called attention to the differences in the rules for grading in the different markets, and suggested that something be done toward formulating uniform rules for the grading of grain throughout the country.

Mr. McDonald moved that a committee of one be appointed for each cereal to formulate rules for grading, to be submitted for consideration at the next annual convention of the Chief Grain Inspectors' National Association. Mr. Shanahan moved to amend the motion by appointing a committee of one for each class of wheat. Motion carried as amended.

The president then appointed the following committees to formulate rules for grading: Red Winter Wheat, Chas. McDonald, Jr., Baltimore; Hard Winter Wheat, B. J. Northrup, Kansas City, Kans.; Spring Wheat, L. D. Marshall, St. Paul; Corn, E. H. Culver, Toledo; Oats, G. H. Wolcott, Boston; Rye, M. Payson Hutchins, Detroit; Barley, Homer Chisman, Cincinnati.

Mr. McDonald moved that a vote of thanks be extended to the Philadelphia Commercial Exchange for their hospitable and hearty welcome and entertainment of the convention. Carried unanimously.

Mr. Culver moved that a vote of thanks be extended to President John O. Foering for his untiring efforts on behalf of this Association. Unanimously carried.

Mr. Tedford moved that a vote of thanks be extended to the secretary, J. D. Shanahan, for the indefatigable energy displayed by him in bringing about this meeting. Unanimously carried.

Mr. Shanahan moved that a vote of thanks be extended to the officers of the Philadelphia Bourse for the use of the assembly and sample rooms. Unanimously carried.

Mr. McDonald then spoke feelingly of the pleasure it had afforded him to meet so many of his brother inspectors, and hoped to meet them all again at some future time. He said it was not in his heart to break up such pleasant relations and hoped that some one else would move to adjourn.

Mr. Shanahan seconded Mr. McDonald's sentiment, saying that an association such as was perfected and a meeting such as was just finished, had been an ideal to him for a long time, and as he looked about him to see so many faces representing so many widely separated markets and interests and all such good fellows and intelligent men,

he felt that he had been more than repaid for any and all effort he had made toward bringing about this meeting. "Many of us," he said, "may never meet again, but we will each and every one of us carry away with us the most kindly feeling for each other, our president and associates and for the officers and members of the Philadelphia Commercial Exchange; but as all good things must come to an end, I move, Mr. President, that we adjourn." Carried.

The meeting then adjourned.

On February 22, President Foering issued the following circular to the chief grain inspectors of the country:

I am forwarding to your address this day by express, the proposed minimum standard samples of the contract grades of corn, wheat, rye and oats, adopted at the first annual convention of the Chief Grain Inspectors' National Association, held in Philadelphia, on the 13th, 14th and 15th inst., which in accordance with the following by-law of the Association, you are requested to present to your board for their approval.

Committee on Grades.—The president shall appoint three or more members on each class of grain, who will select such samples as in their judgment are best suited for the standard grades. Should such samples be confirmed by a majority vote of the members of this Association present, duplicates of each grade so confirmed shall be furnished to each inspector, to be by them submitted to their several grain committees and warehouse commissions for adoption or rejection, and unless they are unanimously adopted by all exchanges and warehouse commissions, they shall not be binding.

The minutes of the meeting are in process of publication, and as soon as received, copies will be forwarded to the chief inspectors and all commercial exchanges and warehouse commissions; therefore I would suggest that the presentation of the samples be deferred until copy of the minutes are received.

Please advise the result of the action taken by your controlling body on the samples, when they are presented.

On February 26 the Philadelphia Commercial Exchange adopted the following resolution:

Resolved, That we approve the adoption of the standard samples of wheat, corn, rye and oats, as made by the Chief Grain Inspectors' Association at Philadelphia on February 13, 14, and 15, and that we send a copy of this resolution to all the exchanges and warehouse commissions represented by the Chief Grain Inspectors' National Association.

COMMISSION RATES AT ST. LOUIS.

The St. Louis Merchants' Exchange on March 4 adopted, by a vote of 710 to 101, a new set of trading rules, fixing among other things the following minimum tariff or commission rates for the sale or purchase of grain, etc.:

Wheat, Barley and Rye in bulk, on track, in elevator or to arrive.....	1c. per bu.
Wheat, Barley and Rye in sacks, on track, levee, in elevator or to arrive.....	2½ per cent
Wheat, Barley or Rye in sacks, on track levee, in elevator, or to arrive, when the price is less than 60c. per bu.....	1½c. per bu.
Corn and Oats in bulk, on track, in elevator or to arrive.....	½c. per bu.
Corn and Oats in sacks, on track, levee, in elevator or to arrive.....	2½ per cent
Corn and Oats in sacks, on track, levee, in elevator or to arrive, when the price is less than 40c. per bu.....	1c. per bu.
Ear Corn in bulk, on track, in elevator, or to arrive.....	1c. per bu.
Ear Corn in sacks, on track, levee, in store or to arrive.....	2½ per cent
Ear Corn in sacks, on track, levee, in store or to arrive, when the price is less than 60c. per bu.....	1½c. per bu.
Bulk grain of any kind by barge load.....	½c per bu.
Bran, Shorts and Millstuffs, sacked or in bulk in carloads of 20 tons or more.....	25c. per ton
Bran, Shorts and Millstuffs, sacked or in bulk in carloads of less than 20 tons.....	\$5 per car
Bran, Shorts and Millstuffs, per river.....	2½ per cent
Hay and Straw in carloads of 10 tons or more.....	50c. per ton
Hay and Straw in carloads of less than 10 tons.....	\$5 per car
Flaxseed in bulk.....	1 per cent
Flaxseed in sacks.....	1½ per cent
Cloverseed in carload lots.....	1½ per cent
Cloverseed less than carload lots.....	2½ per cent
Timothy Seed in carload lots.....	1½ per cent
Timothy Seed less than carload lots.....	2½ per cent
Hungarian, Millet, Red Top, Cane and other Seeds in carload lots.....	2½ per cent
Hungarian, Millet, Red Top, Cane and other Seeds less than carload lots.....	5 per cent
Castor Beans in carload lots.....	1½ per cent
Castor Beans less than carload lots.....	2½ per cent
Flour in barrels or sacks.....	10c. per. bbl.

For the purchase or sale, and for the purchase and sale of grain for future delivery, whether the contract for purchase or for sale be first made, on all kinds of grain in 1,000 and 5,000 bushel lots or multiples thereof, ¾c. per bu., but on grain delivered on such contracts for future delivery (not otherwise provided for) to be shipped, or carried and shipped, or carried longer

than the following business day and sold, one-half cent per bushel.

Where property is bought or sold for immediate or future delivery for account of members of this Exchange, or for firms or corporations, one of whose general partners or officers is a member, one-half of foregoing minimum specified rates shall be the minimum charge.

For members who personally do their own buying and selling for future delivery, but who clear their contracts through other members or firms doing business on the floor of this Exchange, the minimum charge shall be 20 cents per 1,000 bushels or multiples thereof for buying and 20 cents per 1,000 bushels or multiples thereof for selling.

Whenever a member of this Exchange acts in the capacity of a broker (the privileges and rights of such being defined in Section 3, Rule XIII) the minimum charge for the sale or purchase of grain shall be 10 cents per 1,000 bushels or multiples thereof.

Nothing in this section shall be so construed as to prevent agreements by which higher rates of commission and brokerage may be charged.

The penalty for violation of or deviation from this tariff in any form or manner is expulsion, it being further ruled, that in addition to the specific rates of commission named, "all other legitimate expenses in caring for and in protecting the property of the owner or consignee shall be charged" against the property, and said expenses shall in no way be considered as included in the rates of commission."

Another rule was adopted, giving the directors of the Exchange power to fix inspection charges, taxes, etc., and still another requiring members acting as brokers for other members to name their principals or be held responsible for trades made.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Acceptance of Inferior Corn After Inspection.

A firm contracted to deliver to a certain party at Nashville, Tenn., a certain quantity of corn of the quality known as No. 3, Louisville inspection. The corn delivered was not No. 3, but was No. 4, Louisville inspection. After the corn was delivered the party wrote to the firm: "We are having several complaints of your corn being damp. We are reported three cars at Nashville in bad order. We have paid your draft and rushed bills of lading there to get quick possession of the corn, so that we could take same for you, and we have instructed our warehouseman to spread it on the floors and stir it until it is in good order before shipping, and, of course, will expect you to protect us against extra cost of handling." Some days later he wrote further: "We beg to call your attention to a lot of trouble we are having with the shipment made us. . . . It seems that my warehouseman condemned two cars of the five and risked the other three out in the territory, all of which have been refused, and are causing no little trouble. We regret very much that you have given us this lot of stuff, and will advise you later as to loss and damages." The firm substituted two other cars of corn for the two that were rejected, referred to in the above letter, which substitution seems to have been accepted.

In a case very similar to this one, the Court of Appeals of Kentucky says it announced (Jones vs. McEwan, 91 Ky., 375) that it had formerly held to the doctrine that "where there is a contract to deliver goods or chattels of a particular description or quality at a future day, and the vendor tenders goods not of the agreed description or quality in discharge of the contract, and the vendee after inspecting them, or having had a fair opportunity to do so, receives them in discharge of the contract, he cannot thereafter maintain an action against the vendor to recover damages for the defects in the description or quality."

Returning to this corn case (Duckwall vs. Brooke, 65 Southwestern Reporter, 357), the Court of Appeals of Kentucky goes on to say that the evidence was conclusive that the purchaser received the corn at Nashville by his warehouseman, his agent in charge of his business at that point; that he both had opportunity to inspect and must necessarily have known the condition of the corn, because he did actually reject two cars of it after inspection and elected to "risk out" three other

cars. That was an election. The vendee cannot elect conditionally; that is, he cannot say: "I will elect to use the goods delivered, and if, after experimenting, I find them satisfactory, I will accept them in satisfaction of the contract." He must upon inspection, or after fair opportunity of inspection, unequivocally elect either to accept the goods in satisfaction of the contract or to reject them. Having accepted them, the vendor is entitled to the purchase price as upon a contract performed. And the court holds that it was reversible error for the trial judge not to instruct the jury accordingly.

At the same time the court holds that it was not improper, especially under the civil code of that state, to allow the purchaser to join in this case claims for demurrage and shortage in weights, although these were possibly independent actions from the one above discussed, which was for damages because of the difference in grades.

Mortgage of Part of Designated Pile of Corn.

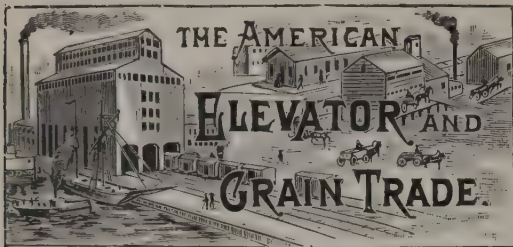
A chattel mortgage, duly filed for record, which described the property mortgaged as "five hundred bushels yellow corn, now in pile on ground on Gilman farm, 8 miles south and 2 miles west of Wayne, Neb.," the Supreme Court of Nebraska holds (McCormick Harvesting Machine Co. vs. Reynolds, 88 Northwestern Reporter, 130) was not void for insufficient description, although a greater quantity of corn was in the pile, the corn being of uniform value and quality.

It is the settled doctrine, the court says, that a valid sale can be made of an aliquot number of bushels in a bin of grain of uniform quality and value. It is a rule equally well settled that replevin will lie for an aliquot part of undivided grain in a bin or a pile, provided the grain is of uniform value and quality. It has also been held by this court that an execution may be levied upon an undivided share of a field of grain. If a certain number of bushels of grain in an undivided bin or pile of grain may be the subject of a voluntary sale, there seems to be no valid reason why it cannot be the subject of a valid mortgage.

It is the rule, the court continues, that a description of property which will enable a third party, aided by inquiries which the instrument itself suggests, to identify the property is sufficient. In this case the property was described as 500 bushels of yellow corn in a pile on the ground at a designated place. It was stipulated by the parties that the corn was of uniform value. The evidence disclosed that there was no other pile of corn on the farm to which the description could possibly apply. If the sheriff, who undertook to levy certain executions on the corn, had taken a copy of the mortgage and had gone to the farm described in the mortgage, he would have had no difficulty, without making a single inquiry, in finding the exact corn covered by the mortgage. If he desired to levy on the residue, after the 500 bushels described in the mortgage had been separated from it, he could, by weighing or measuring the corn, have ascertained whether or not there was any corn there subject to levy.

Statistician Snow says that farmers fed 81 per cent of a normal corn crop to March 1. The Drovers' Journal, on the other hand, has published from time to time many letters indicating that there has been less feeding by stockmen than usual by a considerable proportion.

There is no fixed market for popcorn, and the price is so variable that elevator men are often afraid to handle the crop. There are, however, dealers who make a specialty of popcorn, and these are the ones through whom it is usually the most satisfactory to dispose of the crop. Popcorn is always bought and sold by sample. Upon receipt of a sample, the dealer shells off and carefully measures a given quantity of the corn, usually one pint; then pops it, and measures the popped corn. The price to be paid for the corn is based upon the amount of increase in popping. A good sample of corn will increase about 20 times. Such corn is usually worth from a dollar to a dollar and a half per 100 pounds.—Orange Judd Farmer.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MARCH 15, 1902.

Official Paper of the Illinois Grain Dealers' Association.

FARMERS' ELEVATORS AGAIN.

The annual reports of farmers' elevators in the Northwest may be perhaps a trifle more encouraging to them this season than last, for several actually show a profit and some are able to declare and pay dividends. The model for all, the Rockwell Coöperative Society of Rockwell, Ia., continued to do well, transacting a business of \$616,294 at a cost of only about \$4,000 and having a surplus of assets of \$11,965 in excess of liabilities. It has 600 members.

On the other side is the Farmers' Elevator Company of Faribault, Minn., which is trying to locate 2,000 bushels of wheat which have disappeared; and the Farmers' Coöperative Grain Buying Company of Whittemore, Ia., which stands from \$8,000 to \$10,000 in the hole, with the late manager "looking up land" in Minnesota. The telegraph says that owing to "loosely drawn" articles of incorporation the stockholders are legally liable to a tap of \$25 each, which with the property on hand will enable the company to pay from 50 to 60 per cent of its debts. That it had done a large business and was a paying institution "up to this time" doubtless contributes to the annoyance caused by the "loosely drawn" articles.

The news from the Kansas experiments is meager. The Solomon association would seem to have done something—certainly it has had abundant advertising, at least; but cold figures from the balance sheets are hard to obtain, except those given out unofficially by salaried officers, which are as reliable as the winds. There were some successes during the year in Illinois, showing that successful farmers' coöperative societies for handling grain are not impossible; but they

are so rare as to be the exceptions that prove the rule that such associations are failures.

CHIEF GRAIN INSPECTORS' MEETING.

A concise but complete report of the first annual meeting of the Chief Grain Inspectors' Association, as prepared from official data, appears on another page. While the occasion, thanks to President Foering and Secretary Shanahan, was one of peculiar pleasure to the chief inspectors present, it is not too much to expect also that the meeting will prove epochal in character. The inspectors are not theorists, and they thoroughly understand the disadvantages to the farmer and the grain trade of the present want of uniformity in market inspections. This meeting was intended to be the beginning of the end of such want of system. Grain inspections can be made practically uniform if the grain trade desires to have uniform inspections. For example, Mr. Barnard of Minneapolis said to a home reporter:

On one day the delegates decided on some tests of individual judgment in grading. Various samples of grain were submitted and every man had a chance at them, making his own grading secretly. When the comparisons were made great surprise was expressed at the remarkable uniformity. Some allowance had to be made for the differences in the state grades established at various markets and for the difference in judgment that might naturally be expected between a man working in a winter wheat market and one in a spring wheat market. Yet, when the final comparisons were made, the gradings were almost alike in some cases, fifteen men being together with only one varying a little. The test proved conclusively that the inspectors are familiar with general conditions in all primary markets.

Now, the Association is modest. It has no ax to grind, nor have its individual members. It did, however, prepare standard samples of wheat, corn, rye and oats, which are duly recommended to the attention of all the various bodies having jurisdiction over the inspections for their approval as a basis for a system of uniform inspection, which, if adopted, would give new value to the inspection certificates of all our domestic markets. It is up to the exchanges now to agree by approval of these standard samples. If they ignore the matter it is not impossible that the recommendation of the Industrial Commission of a national system may be heard of again.

THE CINCINNATI RULING.

The bucketshop won its first victory in the fight waged upon it by the Chicago Board of Trade at Cincinnati on March 1, when Judge A. C. Thompson of the United States Circuit Court refused an injunction to stop the O'Dell Commission Company of that city, an alleged bucketshop, from using the quotations it does not pay for or obtain in an authorized manner. Judge Thompson takes the position, unique among judges, that an institution which confesses that it gets its "quotations," its stock in trade, without paying for them, should not be interfered with because the party seeking to interfere is "another." "Bucketshops," he says, "are the offspring of the Chicago Board of Trade and kindred organizations. When this species of gambling in the commercial and

stock exchanges of the country ceases the bucketshops will disappear—not before."

With all due respect to the court, it must be confessed that Judge Thompson's reasoning is queer. He would hardly feel justified, we take it, in discharging a thief, were the charge substantiated, because the complaining witness was morally a bad man, or even one with the defendant; and the case at bar is not similar in principle to the one once referred to in a celebrated brief in a Chicago Board of Trade case, where an ancient court was cited as having refused to interfere where two highwaymen quarreled over their respective territorial rights on the road. In these days a court of the dignity of him sitting in the United States Circuit Court is expected to take judicial notice of the actual as well as theoretical differences between a bucketshop and a public grain or stock exchange. The court must in fact do so in order to adjudicate the differences arising out of legitimate transactions on 'change, which are none other than public exchanges recognized as necessary for the conduct of many kinds of trade and for the conservation as well as the facilitation of commerce.

THE PROBLEM OF CANADIAN WHEAT.

Manitoba and the Canadian Northwest are now marketing, via Duluth, a part of the wheat the Canadian roads have been unable to handle, owing to scarcity of cars. It required some pressure on the Canadian roads to bring this about, but in view of the congestion in all Canadian elevators, they finally yielded. The fact that all this grain, and, indeed, a large part of the immense crop in the Canadian Northwest last season, is export grain, has naturally suggested the question whether the present American tariff of 25 cents per bushel on wheat, which forces this grain through our lines only in bond, is not a handicap to the American wheat grower, as it certainly is to American handlers of grain.

Although Manitoba has of late years added largely to her grain storage capacity, it is still inadequate to the demands of such a crop as that of last season—50,000,000 bushels. In consequence, there being practically no farm storage of wheat whatever, the grain is of necessity rushed to market as rapidly as thrashed. The tendency is, therefore, to bear prices until this surplus is off the market, and as the bear is no respecter of crops, that of the American farmer suffers most from the depression.

But if the tariff were removed it is certain no adverse effect on prices here could be felt; while, on the other hand, the American influence would be to retard the abnormal forwarding of the grain to get rid of it, as is now the case. It could go into American elevators and hence be marketed as demanded, and not be forced on the market at any price, because of the impossibility of holding it for a better one.

This condition is likely to be intensified instead of lessened as the Canadian Northwest fills up with farmers, as it is now doing very rapidly. Mr. Robert Meighen of Toronto estimates that 125,000 more farmers in this territory would grow wheat enough to supply all that England needs to import, and certainly the strides of the country in wheat growing in the last five years

point to a near future when such a condition may obtain. What, then, is to safeguard the interests of the American farmers if this grain continues to be "dumped" on the market, as it has been of late? Dealers and millers of the Northwest say that it begins to look as though Americans will have to take hold of and handle this Canadian grain in self-defense, since our neighbors seem unable to handle it properly themselves. But in that case our tariff must be removed. To handle it successfully in bond is quite out of the question.

ILLINOIS ANTI-TRUST LAW.

The United States Supreme Court has killed the Illinois anti-trust law, which is declared unconstitutional, because it specifically exempted certain "agricultural products and live stock when in the hands of the raiser" from its prohibitions. It was made a penal offense for two or more grain dealers, for example, to meet together and agree on any business detail, but not a penal offense for two or more farmers to do the same. It is true that grain growers and stockmen seldom combine, but it is not impossible for them to do so, within certain limits, which are perhaps as wide as those embracing a certain number of grain dealers or grocery men or farm implement dealers. This fatal defect of anti-trust state laws is without exception common to all of them.

It is very doubtful if any state laws of this kind are really needed in this country. The common law is ample to protect the public from all detrimental business combinations and other monopolies that can be reached by state statutes; but if it is thought necessary to encumber the statute books with them, it is gratifying to know that they must be drawn without discriminating features.

THE BUCKETSHOP TAX.

Under the system of parliamentary law at present governing the deliberations of the house of representatives at Washington, which gives the speaker and his committee on rules absolute control of the house's legislation and has reduced the house itself to a mere machine to register the will of the six individuals named, the bill to repeal the war revenue tax, reducing the revenues by \$77,000,000, was rushed through the house without one word of debate, on February 17, just as prepared by the ways and means committee. By virtue of a rule prepared by the committee for this particular occasion no amendment of any sort was permitted. Although this remarkable procedure was intended to head off any attempt of Mr. Babcock to tamper with the steel schedule of the present tariff law, it also prevented any possible effort to save the bucketshop tax. The bill, therefore, goes to the senate without that feature of the present law.

It is incumbent, therefore, on all those opposed to the bucketshop to appeal to their senators to restore this item to the bill in its final form, which the senate will undoubtedly give the law. The Illinois and the National associations have each acted promptly in the premises and a Washington telegram says members and senators alike are being flooded with appeals to have the tax retained in the new law,

simply because it is one way to discourage one of the most insidious and far-reaching forms of public gambling now without the pale of the criminal code.

It is useless to attempt to defend the bucketshop as a competitor of the commercial grain exchanges, for the bucketshop, in its most unobjectionable form, is not so much a competitor of operators on 'change as it is the openly countenanced and "respectable" successor of the outlawed gambling houses of the country towns—one of the most powerful of the forces that are contributing to the creation of an unwholesome gambling spirit among business men and the youth of the land. The bucketshop serves no possible legitimate purpose. It is a disgrace to the grain trade and the general public—a moral nuisance. Let it be smothered by taxes—any way, so it is smothered.

CANADA'S PLEA FOR A PREFERENTIAL TARIFF.

Canada, though nominally English, has but little of the English reverence for ideal commercial freedom and its potentialities. And at the present moment, seeing the plight of the mother country in the matter of revenue, she sees, also, a possible chance to gain by law that which apparently she has been unable to get by even competition. Canada's claim for a preferential in her favor, in case of England's adopting a revenue tax on grain and flour, would seem to be a confession that in spite of her nearness to Europe and of her enormously expensive waterways, harbors and all that, she cannot compete on equal terms with Americans.

But what is the matter with Canada? Why, from data not appearing at a preferential meeting, it would seem that the St. Lawrence route is a too expensive one for grain in the matter of insurance, so that the wheat of Manitoba seeks an outlet via the United States Atlantic ports, which, in any event, it must find in winter. There is no complaint that the grain does not find favor abroad, but rather that it does not get abroad. Is not this because Canadian railroads have not the rolling stock to carry it?

Canadian grain men, in fact, never are, but always to be, blessed, but always through the efforts of other peoples—Americans who build her elevators and to furnish her grain with transportation; now she wants Mamma England to wait until all Canadian-grown wheat is used up (going on short rations until it is gotten there?) before taking any from the United States, Russia or the Argentine, etc.

Mr. Meighen's theory of the effect of the preferential may satisfy Canadians, but the true solution of the problem he was speaking of at Toronto lies in the development of Canada's transportation facilities. The Dominion may raise "all the wheat for export that Britain consumes," but what is the use of doing so if the farmers cannot get it into Britain? Or do they expect the victim of the preferential, the "great nation to the south of us," to do the hauling? If a preferential were made, and it should operate as it is hoped it will, that is, to shut out American wheat until all colonial wheat is marketed, what is there to prevent retaliation in the way of a transit tax through the United States to equalize? Americans are under no

constitutional obligations to carry Canadian grain free of transit tax if the latter were needed for the protection of the American farmer.

PUTS AND CALLS DECISION.

The Illinois Supreme Court decision affirming the constitutionality of the state law making "puts and calls" trading an offense under the criminal code has been affirmed by the United States Supreme Court. This kind of trading, long after it had been declared illegal by Illinois law, was nevertheless openly carried on to the disgrace of the Board, which did not interfere with it until the reform administration came on the scene some two years ago. Since then "puts and calls" have been "under the ban," but privileges have nevertheless been since daily bought and sold in an adjoining building. Now that the publication of the decision finally fixes the status of the practice in this state, the privilege room may be of interest to the grand jury and state's attorney.

The United States Supreme Court does not discuss the merits of the law. It simply recognizes the right of the state legislature to make such a law, which may or may not be the formulation of the legislative thought that option trading may facilitate corners or foster the spirit of gambling.

Whatever the legislature may have thought—and it probably did recognize the fact that option deals are not always or necessarily gambling—nevertheless it is well understood now that privilege trading is but one form of gambling which in its present estate is semi-respectable only because permitted in other states and because it has the implied sanction of members of boards of trade generally.

Yet the privilege has nothing in common now with legitimate trading for future delivery, even as a hedge, and its prohibition will not, as some daily papers have said, interfere with legitimate trades for future delivery, which are not affected even remotely by the decision. Privilege trading being what it is, the business of the speculative grain trader would be much elevated in public opinion if the practice were everywhere put under the ban and privilege traders induced to try consistency by bucking the tiger in a poker room or at a faro bank or roulette table.

ARBITRATION IN ILLINOIS.

Apropos Mr. Burk's letter on arbitration on page 419, a recent communication from Secretary Mowry of the Illinois Association informs us that while during the past nine months the secretary and arbitration committee of that Association have settled many cases of difference among members, nevertheless there are quite a number of members who refuse point blank either to arbitrate differences or even to settle them. One wonders what such men belong to an association for. Of course, legally a man cannot be forced to settle on the findings of an arbitration until he is forced to one with the court or jury as arbitrators; but it is not improper for an association to draw the line somewhere, and it is not improbable that at the next annual meeting of the Illinois Association compulsory arbitration will become a subject of associational legislation.

EDITORIAL MENTION

The Kansas Association's program appears on page 417. Read it.

Looks like the National will browse in the Memphis mint patch next fall.

The eastern car minimum on grain products has been increased to 35,000 pounds, effective April 1.

The Decatur Merchants' Exchange has published its constitution and by-laws, and those interested in grain transactions in that market can doubtless obtain copies by addressing C. A. Burks, secretary-treasurer, at Decatur, Ill.

Exports of 21,873,769 bushels of corn for the seven months ended January 31, 1902, compared with 115,724,930 bushels same months of 1900-1901, tell the story of the corn shortage. No wonder the corn exporters have that tired feeling.

Another lift of 25 per cent in insurance rates on grain elevators in the eighteen western states from Ohio to the Rockies goes into effect on March 17, except in the cities of Chicago, Milwaukee, St. Louis, Louisville, Cleveland and Cincinnati.

The open letter to Secretary Mowry on page 419 may be the outburst of a man who has been having a tilt with a buzzsaw or the exuberance of a spring humorist. But in either event, as the late Artemas Ward used to say, "he's a sarkastic little kuss."

The car shortage that has been such a drawback to Indiana shippers has at last come to an end. There being no grain to ship, there is no demand for cars. But this is no assurance that the difficulty will not recur when the next crop comes on to be moved.

The New York canal bill, carrying an appropriation of \$31,500,000, has been reported favorably to the Assembly, but as the good roads people also are after a large appropriation in aid of their plans, it now remains to be seen which improvement will finally win out in that state.

The Missouri Pacific Railway Company, in order to test the power of the Kansas Commission to compel it to grant to all applicants sites on its right of way for grain elevators, has refused to permit certain farmers' elevators to be located on its line. The power of the Commission to enforce its recommendations seems to be questioned even by itself.

The latest "merger" is a combination of transatlantic steamship companies, embracing the Dominion and the Leyland lines of Boston, and the White Star, the American and the Atlantic Transport lines of New York. The combination controls 120 steamers of all sizes. The manager in London will, it is said, distribute the tonnage in different ports according to the demand for space. This is probably not the sole

object of the merger nor the sole business of the manager. What else he will do will be discovered later.

The Minneapolis grain men are waking up to the fact that if they are to head the grain dealers' national convention their way, instead of to Memphis, they have got to go to work at once. The governing board of the National Association will meet in a few days to name the convention city.

Memberships in the New York Produce Exchange have advanced from \$50 to over \$500 in the past thirty days. The Exchange has projected a new rule prohibiting split commissions to members of out-of-town exchanges and fixing one-eighth cent as the minimum, except to its own members. The big demand for membership is said to come from the West.

The annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will be held at the Grand Hotel, Council Bluffs, on Friday, March 21, beginning at 1:30 p. m. The annual meeting is always an important one, and members should make an extra effort to be present. Notify Secretary Stibbens in advance, and he will see that you are properly taken care of at the hotel.

The dissolution of the late Western Traffic Association may or may not be constructively a confession of the inadequacy of pools to maintain rates. It has been called a concession rather to public opinion, stimulated by threats of judicial action against pools. Nevertheless a confession of the fact that the traffic association system is a failure was hardly necessary. That failure has been visible to the blindest eye.

The ninth annual convention of the National Hay Association will be held at Put-in-Bay, Ohio, on July 10, 11 and 12, headquarters being at the Hotel Victory. In view of this meeting the Association has just issued a pamphlet containing the constitution and by-laws, a history of the Association and a description of the national standard grades of hay and straw. Copies will be sent on application to P. E. Goodrich, secretary, Winchester, Ind.

Secretary Mowry of the Illinois Association notifies the members that the long delayed directory of regular grain dealers in the corn belt of Illinois will soon be ready. The difficulties of preparing such a work, to make it what it purports to be, are something more momentous than most men will readily understand, and Mr. Mowry's reasons for the delay seem to be valid ones. The book will no doubt be worth having waited for when it does appear.

The proposed new rule of the Chicago Board on a standard grade of oats meets with the expected objection from the cash traders, since it will practically drive black oats from the market and thus destroy a large cash business. This objection has always been made to a change of the oats rule in the past, and heretofore the cash interests on the Board have been considered as of more importance to the market than have the hedging facilities a change of rule might afford. W. N. Eckhardt, as to the present proposition, says: "To my way of thinking, the hedger will

not be helped any, and we cash people, who handle the black oats for the West, will be hurt. The rule makes the minimum weight of the new grade too high."

A firm of hay buyers at Two Rivers, Wis., is considering the advisability of reweighing the baled hay delivered to them, finding by experiment that the farmer really delivers more hay in pounds than the number of bales calls for. This is a surprising state of affairs—the short weights don't usually blow in that direction; but it is rather better for the business, it must be confessed, to have the bales overrun than the reverse; one hates to "lay his conscience to pawn" with a scant bale of hay.

Corporations may be soulless, but in spite of that they seem to be very human sometimes, with their strifes, jealousies and bad feeling—quite too much so to be kept in line by mere agreements any more than individuals can be. It is possible that legally enforceable contracts for a division of competitive business, made under the supervision of the Interstate Commerce Commission, might be unobjectionable, but as no such pool has ever existed its success or failure is just now a matter of guess.

After the Minnesota tax code commission's provision to tax grain in transit had been defeated in the state Senate, a bill to the same effect, known at two previous sessions of the Senate as the Daly bill, to tax grain in elevators, was introduced. This, too, has been indefinitely postponed, so that it is now hoped that this folly has been averted. The elevator interests have always paid their fair share of taxes in Minnesota, but if they have not the legislature should find a way to have them do so without destroying the grain business in toto.

The city council of Minneapolis has been asked to pass an ordinance making it a misdemeanor for unauthorized persons to loiter around railway yards for the purpose of sweeping wheat from car floors. Such an ordinance would doubtless be useful in assisting the police to stop the sweeping nuisance by making illicit sweeping a punishable offense, but the real solution of the sweeping question lies with the railroad officials. They can stop it at once if they will, and they ought to see that it is the roads' duty as carriers to sweep their own cars and to prevent their patrons from being robbed in this petty way.

The report of the annual meeting of the Kansas Grain Growers' Association, on a previous page, as we have since been informed, although hardly encouraging to farmers' coöperation in that state, is really more optimistic than the proceedings of that meeting actually warrant. The state Association is, in fact, at this present time in rather deep water, being in imminent danger of losing its financial support, a proposition to amend its rules so that the different local organizations should pay to it ½ cent per bushel for all grain sold to competitors having been voted down two to one. Practically all the locals have openly declared their unwillingness to contribute further for the support of the state Association, since they are unable to see how they derive any benefit from it, as the state Associa-

tion buys no grain and is unwilling to assume any part of the risk of buying it. As an administrative or executive body the state Association seems to be a useless incumbrance.

The Orange Judd Farmer, speaking of the formation of the Indiana Grain Dealers' Association, expresses the hope that while no direct statement was made at the initial meeting indicating a purpose to antagonize producers, the new organization will not attempt to freeze out the individual shipper, as done in so many instances west of the Mississippi River. The Farmer need lose no sleep on account of the "individual shipper." The individual shipper that takes two days to load a car with grain that could be loaded out of an elevator within an hour after the car's arrival, and insists on doing this sort of thing regularly when cars are as scarce as dollar gold pieces, has gall enough to look out for himself without the promptings of a guardian.

E. D. Kenna of the Santa Fé, in an address to the Chicago University students, explained that the cause of the current craze for railway consolidation is to be found "in the laws which command the railroads to maintain rates and at the same time forbid them to agree to do so." Isn't this rather taking advantage of the students? It is not necessary per se for one road to agree with another road to maintain its own rates or to refuse favors to certain of its shippers, while the Interstate Commerce Commission has never refused to recognize the influence of natural competition in rates. Mr. Kenna reminds the students also that "the railroad is not private property," but surely he will not contend even to students that railroads are managed as public property?

Vesselmen have encountered a condition in Chicago during the past winter never before known in the history of the grain trade in this city. With the exception of a small lot handled by Albert Dickinson, there has been literally no grain taken by boats for winter storage. About fifteen of the finest grain carriers that ever wintered in South Chicago are now lined up in the Calumet River, all empty. They include such large boats as the McDougal and the F. H. Peavey, and extend from the Merritt elevator to above the McReynolds elevator. In previous winters nearly all the boats wintering there had grain cargoes waiting for the opening of navigation for transportation east, yet this season they are still awaiting cargoes, notwithstanding the flattering prospect for an early opening of the straits.

While the government crop reports have not been quite up to the standard of accuracy the public would like to see, it remained for a New Orleans newspaper to question Statistician Hyde's integrity, and Mr. Hyde is quite properly suing for damages. The New Orleans critic made a bad break. It is not Mr. Hyde, but the insufficient number of his correspondents and their personal interest, even though remote, in the effect of the reports on the speculative public, that is complained of. To be entirely satisfactory to the public, because it would command greater credence, or at least have the appearance of greater accuracy, crop reporting

should be the work of special agents trained to the work and not that of unpaid volunteers, who have no incentive to accuracy, not even that of some small local celebrity as the government's agents.

There is at least one man in the grain business who will appreciate the advice to "lock to your scales." A. Overstad of Hancock, Minn., complained to the railroad and warehouse commission of that state that his shipments to Minneapolis and Duluth were always reported short in weight, and, having lost about a thousand bushels in that way this season, patience had ceased to be a virtue. Investigation at both ends of the line disclosed the fact that his own scales were too liberal and that he had paid cash to the farmers for about 1,000 bushels of wheat more than he had received of them. One may wonder how many other grain buyers are doing the same thing.

It is said that Senator Spooner is preparing a report on the reciprocity treaties that have so long been hanging fire in the Senate. There is no expectation that any of them will be ratified, but out of courtesy to the foreign nations interested they will be reported to the Senate, when their death will be duly effected by an amendment in the way of the circumlocution—extra constitutional, of course—of going through the motions of having them ratified by the House as well as by the Senate. This would be a most cowardly procedure. The Senate ought to have the courageous decency to reject them at once and not try to shift its constitutional duty to the House, which has no constitutional part or lot in treaty making. But this kind of work promises to have its reward in higher duties against our grain in foreign countries hereafter.

Usually the railroad goes begging for sympathy in a fight with a shipper, but up in Minnesota the shoe got onto the other foot recently. A grain buyer last fall built an elevator on land adjoining the right of way and accessible to a sidetrack, and began handling grain. He seems to have been treated decently by the road, but as he had no means of weighing the grain he loaded except a tapeline, his cars were always running short, and his frequent complaints of the road made it necessary for a state railroad commissioner to about camp on his premises. Finally the railroad got tired and shut off his cars. More complaints, more orders on the road by the commissioner for cars, more complaints of shortages. Then a gang of 300 men dropped down there one Sunday morning and moved the town, or, at least, the sidetrack, and left an elevator with 8,000 to 10,000 bushels of grain standing all by its lonesome on the prairie. There's such a thing as being altogether too "independent."

The problem of terminal elevator insurance is being slowly but surely solved by the builders of new houses who are erecting fireproof elevators. Meantime, however, the difficulty of procuring insurance is a serious matter to elevator patrons. Full insurance at any of the leading western and northwestern terminals is practically out of the question at present, because there is not enough to go around without recourse to the quite intricate documentary machinery of transfers, etc. At Superior, how-

ever, the Eastern Railway Company has taken up the matter and has itself entered into competition with the companies for the insurance of grain in its own Elevator S, a steel house of 3,400,000 bushels' capacity. For a rate equal to the short-time rate in use last December by the fire companies, based on an annual rate of 50 cents per \$100, the Eastern Railway Company now guarantees indemnity to owners of grain and seeds stored in said elevator against loss by fire. This is a new departure in railroading, but with the steel houses of to-day it should be a profitable step for the companies and relieve a serious tension in the trade.

A bill has been offered in the Manitoba legislature permitting municipalities to build and operate grain elevators and to borrow money for that purpose. Meantime, at the "other end of the line," at St. John and Halifax, where the government owns and operates public elevators, the venture of municipalizing these utilities seems hardly to be a success. At St. John, in 1901, the public elevator handled 146,087 bushels of wheat at a cost of \$4,989, while at Halifax nothing was handled, but it cost \$2,016 to do it. As the elevator charges were included in the freight charge over the state railroad (Intercolonial), the bookkeeping shows the elevators to have caused a total loss of \$7,005 for the year, to handle 146,087 bushels of grain. However, a little thing like this cannot, of course, be expected to influence action on the Manitoba experiment.

"Dealers in lithographs" in Wall street are complaining that the purpose of the Washington administration to test the legality of the celebrated merger and to enforce the interstate commerce and anti-trust laws is "tying up capital." As various other railway mergers had been bruited, which have since been dropped, temporarily at least, it would seem that instead of "tying up capital," the administration has simply put a time-lock on the hydrant.

The information that the attorney-general would institute against the roads that have been paying rebates and have been members of pools proceedings based on evidence obtained by the Interstate Commerce Commission is taken much more seriously than similar announcements have been taken for many years. The recent dissolution of the western traffic bureaus is said to be evidence of the feeling in railroad circles that the railway question is coming to a crisis. These bureaus, however necessary from a railway point of view, are a violation of the interstate commerce law, and their existence has been at least a constructive defiance of the law. Their dissolution now, after so many years, is a significant concession to present public opinion.

Wall street may be alarmed, but in spite of that the relations of the roads to individual shippers must be defined. Freight rates must be made as impartial, as to individuals and localities, as is the price of postage stamps. Favoritism must come to an end, and as the first step in the direction of good laws is to test to the utmost the value of existing ones, the administration's present course to put the nominal violators of the law on their trial will commend itself to all classes of shippers and to law-abiding railroad men as well,

Trade Notes

The Olds Motor Works will erect a new foundry, 70x200 feet, at Lansing, Mich.

A. J. Hurd and W. H. Hagen have formed a partnership at Baraboo, Wis., to manufacture the Hurd Grain Bag Holder.

The Vail Scale Company of 40 Dearborn street, Chicago, Ill., has been organized to manufacture and sell the Universal Automatic Grain Scale.

Mr. Adamson, of the Stephens-Adamson Mfg. Co., Aurora, Ill., was a caller at this office on March 12. He states that their factory is working at its fullest capacity to keep pace with the orders that are coming in.

The Joseph Dixon Crucible Co., Jersey City, N. J., recently made a shipment of their products to their San Francisco agency, via the steamship Hawaiian, from New York. It consisted of 753 packages of an aggregate weight of 105,560 pounds.

Jacob Neubauer of Wells, Minn., is manufacturing and selling what he calls the Farmers' Friend Portable Grain Elevator. It has a capacity of about 600 bushels an hour and, we believe, is intended principally for use on the farm.

We have received from the Reliance Mfg. Co., Indianapolis, Ind., a descriptive circular of their Reliance Corn Cleaner, Combined Corn Cleaner, Wheat Cleaner and other specialties. They make or sell everything needed in a grain elevator.

The Skillin & Richards Mfg. Co., Chicago, will be located, on May 1, in a building at 125-129 Fulton street, where they will have 35,000 square feet of floor space. The firm has outgrown its present quarters on South Jefferson street, hence the change.

During the past week several elevator constructing companies have had representatives at Toronto figuring with the general manager and chief engineer of the Canadian Pacific Railway, regarding improvements at Fort William. The contract will probably be let within a short time.

The Marseilles Mfg. Co., Marseilles, Ill., furnished the machinery equipment for the 100,000-bushel elevator just completed at Leland, Ill., for A. Sanderson. They are also supplying the machinery for the elevator which J. R. Caldwell of Hoopston is erecting at Pegram, Ill., for E. S. Greenleaf & Co. of Jacksonville.

T. K. Webster, president of the Webster Mfg. Co., returned to his home at Chicago the last of February, from a four weeks' pleasure trip to the Bahama Islands. About the same time J. P. Lennox, secretary of the company, left Chicago for the Islands, where he will remain about four weeks, while recuperating from an attack of erysipelas.

In a 30,000-bushel elevator built recently by W. S. Cleveland of Minneapolis, a handling test was made the result of which was said to be as follows: With a six-horsepower Fairbanks Engine, in ten consecutive hours, on the first day of operation, 9,600 bushels of wheat were received over one dump and hoisted with one elevator leg, with 10-inch belted cups, rope driven. The engine used four gallons of gasoline.

Borden & Selleck Co., Chicago, report recent sales of large scales to Northern Grain Co., Appleton, Wis.; W. H. Ciernan, Galesburg, Ill.; Updike Grain Co., Winnetoon, Neb., and Missouri Valley, Iowa; Young Bros., Guide Rock, Neb.; W. H. Shoop, Wapella, Ill.; Torpin Grain Co., Crowell, Neb.; D. Suggerman, Spire, Ill.; Knox Milling & Exchange Co., Galesburg, Ill.; Chris Williams, Stratford, Iowa; J. C. Britt, Armington, Ill.; Nye & Schneider Co. at Bronson, Lawton, and Modale, Iowa; F. E. Lowry, Granger, Ind.

An engraved announcement just received at this office reads as follows: Ritter-Conley Manufacturing Company, Pittsburg, U. S. A., beg to announce the completion of their new office building at 55 and 56 Water street, and will be glad to receive their friends Saturday, March 15, 1902. Thereafter all business, whether relating to their Pittsburg plate works, Allegheny structural works, Allegheny gas

holder works or Leetsdale plate works, will be conducted from the new quarters and all communications should be addressed accordingly.

We have received from McDonald Bros., Pleasant Hill, Mo., a neat little booklet illustrating and describing their Economy Pitless Wagon and Stock Scales. These scales have a metal frame and steel joists. If interested in the subject of scales, ask McDonald Bros. for a copy of this booklet.

Last year the Huntley Mfg. Co. made additions to their plant which they then supposed would afford them ample room and facilities for some time to come. But they now find themselves compelled to enlarge still further. They will add another story to one of the buildings of their woodworking department, which will be equipped with the latest labor-saving tools, such as sanders, glue jointers, etc. Last year the company put in a large line of special ironworking tools and an air compressor plant. They now propose to install immediately such tools as will materially increase the output in the iron department. This means that more power will be required and so a new engine and boiler will be installed. Mr. Cranson, secretary of the company, said recently: "Never in the history of our business has the outlook been so encouraging and the present situation so satisfactory. In 1901 our sales were a great deal larger than any former year, and our losses were infinitesimal, which demonstrates that the best class of credit are only too anxious to buy our class of machines. Our orders for January of this year were double those we booked in January, 1901. Our factory is running ten hours a day and we have enough on hand to run us steadily for sixty days to three months. Inquiries are larger than we have ever known them to be; in fact, to sum the whole situation up in a word, we are thoroughly satisfied."

IN THE COURTS

Gill & Fisher, grain dealers at Baltimore, were made defendants in an action for \$4,000, Denton Bros., the plaintiffs, claiming breach of contract for delivery of corn.

R. E. Pratt & Co. of Chicago have begun action to recover margins from John Martin, \$3,000; Andrew Cunningham, \$1,000; James A. Gregory, \$1,000, and William C. Trabue, \$500; all of Decatur, Ill.

In the case of Globe Elevator Company against J. C. Thomas, the court at Fond du Lac, Wis., found for the defendant on February 26. The plaintiff company had asked that the defendant be compelled to replace several thousand dollars which it was alleged he had misappropriated while serving in the capacity of manager and vice-president of the company.

The Kansas City Board of Trade has begun an action before the Interstate Commerce Commission to secure relief from alleged freight discrimination made against Kansas City. The defendant roads are the Missouri Pacific, Union Pacific and Chicago, Rock Island & Pacific. The Kansas City grain dealers complain that the rate arbitrary of from 1 to 3 cents exacted by the railroads on all grain stopped at that market forces shipments to Chicago, St. Louis and other cities.

McLane-Swift Elevator Company of Battle Creek, Mich., has begun suit against the Botsford Elevator Company of Port Huron to recover damages of \$10,000. The plaintiff company claims that it shipped a number of cars of oats to the elevator at Port Huron to be forwarded to eastern markets. The grain was destroyed when the elevator burned. The claim is made that the elevator company was slow in loading the oats on the cars or it would have been out before the fire.

The temporary injunction issued at Milwaukee by the Circuit Court on February 1, to restrain the Milwaukee Chamber of Commerce from suspending the commission firm of Bartlett, Frazier & Co. of Chicago for refusing to abide by the decision of the Chamber's board of appeals in favor of L. Bartlett & Son Co., was vacated on March 1. Unless, therefore, the Chicago brokers pay the judgments

against them, amounting to \$1,843, to L. Bartlett & Co., they are liable to be suspended from the Exchange, unless a stay of proceedings is granted pending an appeal to the Supreme Court.

On February 24 a motion was made at Ottawa, Canada, to wind up the business and estate of the Prescott Elevator Company of Prescott, Ont. On March 6 the company was declared to be insolvent by the courts and the Ottawa Trust & Deposit Company appointed to close up its affairs. The elevator was built several years ago to compete with the Ogdensburg and Kingston elevators for export grain elevating on the St. Lawrence route, and was capitalized at \$300,000. It has done very little business for two years, most of the grain being elevated at Parry Sound, on Georgian Bay. Representatives of the Wolvin syndicate have inspected the elevator and the fleet of eight steel barges and a tug owned by the company, and it is said they expect to purchase the plant for that syndicate's new lake and river route from Duluth to Quebec.

MORE MEMBERS OF THE NATIONAL.

Secretary Stibbens reports the following new members admitted to the Grain Dealers' National Association during the past thirty days: P. P. Williams Grain Co., St. Louis; Durant & Elmore, Albany, N. Y.; Great Western Elevator Co., Minneapolis; Pope & Eckhardt Co., Chicago; Frank Hall & Co., Peoria; Buckley & Co., Chicago; Shanks, Phillips & Co., Memphis, Tenn.

DOTS AND DASHES

The top price for wheat this season at Pendleton, Ore., was 54 cents on February 27.

The spring movement of grain from the country stations to the line companies to Duluth has begun.

Wheat shipments from Portland, Ore., reached 2,500,000 bushels in January, breaking the port's record.

The Grand Trunk Railway has abolished through-billing privileges at Detroit, and thus given to grain dealers there a very black eye.

Syracuse, N. Y., has adopted an ordinance providing for the weighing of grain at the public markets as hay, etc., are now weighed.

Central and Eastern Illinois dealers expect no movement of corn in their territory until after planting unless they can pay at least 60 cents.

Of the \$160,000 appropriated by the Legislature of Minnesota in 1891 and 1895 to furnish seed to the indigent farmers of that state, 85 per cent has been repaid.

The full board of directors of the Corn Products Company is as follows: Three years, C. H. Matthiessen, A. E. Matthiessen, William J. Calhoun, Norman B. Ream; two years, J. Ogden Armour, Joy Morton, E. T. Bedbord, and Benjamin E. Graham; one year, Edward L. Wemple, W. G. Oakman, W. H. Nichols and E. C. Herget.

A telegram from Columbus, Ohio, says that a movement to abandon the canals of the state has been disclosed by the partial appropriation bill which was reported in the legislature. Provision is made in the bill for the maintenance of the state board of public works for only three months of the present year, by which time it is expected, if present plans are carried out, the canals will have been disposed of by the state. The attorney-general is preparing a bill providing for the selling or leasing of the canals.

The Berlin Grain Exchange announces the discovery that Canadian wheat, which has a discriminative duty against it in Germany, has entered that country via New York, to evade the duty, the German dealers accepting New York inspection certificates as for American wheat. It is understood that hereafter the certificate of inspection must show the United States production, this rule going into effect after February 15. If this is strictly carried out it will prevent any more Canadian wheat going into Germany.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, March 8, 1902, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	451,000	243,000	171,000	48,000	.....
Boston.....	1,271,000	387,000	55,000	.....	.....
Buffalo.....	2,420,000	344,000	332,000	2,000	509,000
do. adnat.....	361,000	84,000	.....	.....	.....
Chicago.....	6,565,000	4,436,000	421,000	973,000	169,000
do. adnat.....	417,000	.....	40,000	77,000	.....
Detroit.....	289,000	115,000	22,000	80,000	28,000
Duluth.....	12,975,000	127,000	172,000	457,000	314,000
do. adnat.....	511,000	.....	.....	.....	.....
Fort William.....	4,463,000	.....	.....	.....	.....
do. adnat.....	162,000	.....	.....	.....	.....
Galveston.....	.....	.....	.....	.....	.....
do. adnat.....	.....	.....	.....	.....	.....
Indianapolis.....	212,000	100,000	50,000	2,000	.....
Kansas City.....	1,599,000	903,000	156,000	.....	.....
Milwaukee.....	630,000	203,000	361,000	84,000	176,000
do. adnat.....	.....	.....	.....	.....	73,000
Minneapolis.....	15,502,000	102,000	176,000	44,000	71,000
Montreal.....	85,000	11,000	217,000	22,000	59,000
New Orleans.....	314,000	188,000	.....	.....	.....
do. adnat.....	.....	.....	.....	.....	.....
New York.....	2,947,000	362,000	502,000	25,000	1,900
do. adnat.....	.....	.....	.....	.....	138,000
Peoria.....	204,000	123,000	107,000	84,000	.....
Philadelphia.....	465,000	59,000	225,000	2,000	.....
Pt. Arthur, Ont.....	450,000	.....	.....	.....	.....
do. adnat.....	.....	.....	.....	.....	.....
St. Louis.....	868,000	1,321,000	258,000	36,000	41,000
do. adnat.....	.....	.....	.....	.....	.....
Toledo.....	83,000	874,000	550,000	168,000	.....
do. adnat.....	.....	.....	.....	.....	.....
Toronto.....	66,000	.....	15,000	.....	45,000
On Canals.....	46,000	3,000	112,000	37,000	59,900
On Lakes.....	.....	.....	.....	.....	.....
On Miss. River.....	.....	.....	.....	.....	.....
Grand Total.....	53,155,000	10,085,000	4,014,000	2,121,000	1,885,000
Corresponding date 1901.....	55,892,000	21,014,000	10,838,000	1,115,000	1,355,000
Weekly Inc.....	.....	.....	.....	.....	.....
Weekly Dec.....	932,000	248,000	232,000	72,000	153,000

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending March 8, as compared with same weeks last year, have been as follows:

Articles.	For week ending Mar. 8.	For week ending Mar. 9.	For week ending Mar. 1.	For week ending Mar. 2.
Wheat, bushels.....	1,267,000	1,965,000	1,406,000	2,149,000
Corn, bushels.....	106,000	2,812,000	314,000	4,324,000
Oats, bushels.....	40,000	288,000	34,000	561,000
Rye, bushels.....	33,000	.....	.....	18,000
Barley, bushels.....	.....	41,000	.....	29,000
Flour, barrels.....	282,700	235,100	197,800	367,500

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Mar. 12 has been as follows:

February.	No. 2* W.H.T.		No. 1* W.H.T.		No. 2 CORN.		No. 1 CORN.		No. 2 OATS.		No. 1 OATS.		No. 2 RYE.		No. 1 RYE.		No. 2 FLAXSEED.		No. 1 FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15*	85	86 1/2	75 1/2	76 1/2	61 1/2	61 1/2	43 1/2	43 1/2	61	61	61	61 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
16	84 1/2	85 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
17	85 1/2	86 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
18	84 1/2	85 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
19	84 1/2	85 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
20	83 1/2	84 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
21	83 1/2	84 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
22	83 1/2	84 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
23	80 1/2	81 1/2	73 1/2	74 1/2	57 1/2	57 1/2	41 1/2	41 1/2	58 1/2	58 1/2	58 1/2	58 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
24	80 1/2	81 1/2	73 1/2	74 1/2	57 1/2	57 1/2	41 1/2	41 1/2	58 1/2	58 1/2	58 1/2	58 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
25	80 1/2	81 1/2	73 1/2	74 1/2	57 1/2	57 1/2	41 1/2	41 1/2	58 1/2	58 1/2	58 1/2	58 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
26	80 1/2	81 1/2	73 1/2	74 1/2	57 1/2	57 1/2	41 1/2	41 1/2	58 1/2	58 1/2	58 1/2	58 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
27	80 1/2	81 1/2	73 1/2	74 1/2	57 1/2	57 1/2	41 1/2	41 1/2	58 1/2	58 1/2	58 1/2	58 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
28	81 1/2	82 1/2	74 1/2	75 1/2	58 1/2	58 1/2	42 1/2	42 1/2	59 1/2	59 1/2	59 1/2	59 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
29	81 1/2	82 1/2	74 1/2	75 1/2	58 1/2	58 1/2	42 1/2	42 1/2	59 1/2	59 1/2	59 1/2	59 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
30	81 1/2	82 1/2	74 1/2	75 1/2	58 1/2	58 1/2	42 1/2	42 1/2	59 1/2	59 1/2	59 1/2	59 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
31	81 1/2	82 1/2	74 1/2	75 1/2	58 1/2	58 1/2	42 1/2	42 1/2	59 1/2	59 1/2	59 1/2	59 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
1	81 1/2	82 1/2	74 1/2	75 1/2	58 1/2	58 1/2	42 1/2	42 1/2	59 1/2	59 1/2	59 1/2	59 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
2	81 1/2	82 1/2	74 1/2	75 1/2	58 1/2	58 1/2	42 1/2	42 1/2	59 1/2	59 1/2	59 1/2	59 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
3	81 1/2	82 1/2	74 1/2	75 1/2	58 1/2	58 1/2	42 1/2	42 1/2	59 1/2	59 1/2	59 1/2	59 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
4	81 1/2	82 1/2	74 1/2	75 1/2	58 1/2	58 1/2	42 1/2	42 1/2	59 1/2	59 1/2	59 1/2	59 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
5	81 1/2	82 1/2	74 1/2	75 1/2	58 1/2	58 1/2	42 1/2	42 1/2	59 1/2	59 1/2	59 1/2	59 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
6	81 1/2	82 1/2	74 1/2	75 1/2	58 1/2	58 1/2	42 1/2	42 1/2	59 1/2	59 1/2	59 1/2	59 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
7	81 1/2	82 1/2	74 1/2	75 1/2	58 1/2	58 1/2	42 1/2	42 1/2	59 1/2	59 1/2	59 1/2	59 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
8	82 1/2	83 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
9	82 1/2	83 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
10	82 1/2	83 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
11	82 1/2	83 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
12	82 1/2	83 1/2	75 1/2	76 1/2	59 1/2	59 1/2	43 1/2	43 1/2	60 1/2	60 1/2	60 1/2	60 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2

*No session—Lincoln's birthday. †Washington's birthday.

During the week ending February 14, Prime Contract Timothy Seed sold at \$6.60 per cental; Prime Contract Clover Seed at \$9.25; Hungarian at \$1.60 @1.80; German Millet at \$1.50@2.25; buckwheat at \$1.35 per 100 pounds.

During the week ending February 20, Prime Contract Timothy Seed sold at \$6.50@6.60 per cental; Prime Contract Clover Seed at \$9.00@9.35; Hungarian at \$1.60@1.80; German Millet at \$1.25@2.00; buckwheat at \$1.35 per 100 pounds.

During the week ending February 28, Prime Contract Timothy Seed sold at \$6.40@6.60 per cental;

Prime Contract Clover Seed at \$8.80@9.00; Hungarian at \$1.25@1.80; German Millet at \$1.25@2.00; buckwheat at \$1.25@1.35 per 100 pounds.

During the week ending March 7, Prime Contract Timothy Seed sold at \$6.40@6.50 per cental; Prime Contract Clover Seed sold at \$8.75@8.80; Hungarian at \$1.25@1.75; German Millet at \$1.25 @2.00; buckwheat at \$1.25@1.35 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of February, 1902:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels.....	356,602	429,685	1,8,268	579,000
Corn, bushels.....	441,193	4,657,618	186,909	5,458,749
Oats, bushels.....	176,255	245,906	1,040	199,455
Barley, bushels.....	12,186	24,497	8,673	.....
Rye, bushels.....	86,888	79,048	15,974	89,999
Timothy Seed, bushels.....	2,316	687	.....	567
Clover Seed, bushels.....	10,012	12,168	.....	1,004
Hay, tons.....	3,522	4,300	2,007	1,533
Flour, barrels.....	228,869	230,942	122,246	194,633

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Wheat, bushels.....	948,346	354,666	1,568,142	807,200
Corn, bushels.....	98,523	1,079,638	127,905	1,730,789
Oats, bushels.....	206,363	507,043	1,849	426,046
Barley, bushels.....	11,920	19,340		
Rye, bushels.....	587			
Flax Seed, bushels.....				
Hay, tons.....	21,050	11,500	bal 116,066	bal 26,334
Flour, barrels.....	74,855	114,065	36,467	187,521

ELEVATOR

GRAIN NEWS

ILLINOIS.

Work has been started on the new elevator at Philo, Ill.

Baker & Collins recently remodeled their elevator at Bondville, Ill.

Farmers are talking of building a cooperative elevator at Delavan, Ill.

H. C. Bear & Co., Penfield, Ill., will erect a new driveway at their elevator.

Bailey Bros. & Kearney have commenced the erection of an elevator at Ulrich, Ill.

Bateman & Noble Bros. have installed a gasoline engine in their elevator at Kumler, Ill.

James A. Mathew has purchased from J. M. Crosby the elevator at Round Grove, Ill.

R. U. McMath has sold his interest in the grain firm of Walmsberg & Co. at Gladstone, Ill.

S. M. Postlewaite will soon rebuild his 60,000-bushel elevator which burned at Rossville, Ill.

A 20 per cent dividend has been declared by the Farmers' Grain and Coal Co. at Mason City, Ill.

It is rumored that another elevator company is to enter the field at Pekin, Ill., and erect a grain elevator.

D. J. Kelly & Son opened their elevator at Wadams Grove, Ill., last month, with G. S. Meyer in charge.

J. C. Britt of Armington, Ill., will place the Hall Grain Distributor in his new building soon to be completed.

Davis & Co. of Lovington, Ill., have purchased a site at Cushman and will build an elevator on it this spring.

Richards & Graham of Richards, La Salle County, Illinois, inform us that they will build an addition to their elevator.

The Farmers' Elevator on the B. & O. S. W. at Breckenridge, Ill., was completed and opened for business last month.

Thomas Ogden has sold his elevator site at Chesterville, Ill., to Davis Bros. of Cadwell, who will rebuild the elevator.

H. D. Baird has sold his elevator at Marshfield, Ill., to O. H. Davis and J. H. Parrish. The former will act as manager.

George Husman of Odell, Ill., has purchased an elevator at Tallula. He has left for a visit with his parents in Germany.

O. W. Bishop of Round Grove, Ill., has awarded his contract to G. T. Burrell & Co., Chicago, for a new grain elevator at Berlin, Ill.

Frank Hall & Co. of Peoria, Ill., will build a new grain elevator at Wyanet, Ill. G. T. Burrell & Co. of Chicago have the contract.

James Mahan recently purchased the grain business of J. W. Robertson at Mansfield, Ill. Mr. Robertson has purchased a farm near Portland, Ore.

Citizens in the neighborhood of J. W. Byrnes' recently burned elevator at 3151 La Salle street, Chicago, are trying to prevent his building at that point.

Philip Maus recently shipped from Mendota, Ill., a car of oats containing 2,376 bushels, said to be the largest car of oats ever shipped from that place.

The new elevator of Pratt & Pratt at Swan Creek, Ill., built by Younglove & Boggess Co. of Mason City, Iowa, will be equipped with the Hall Grain Distributor.

The Farmers' Grain Co., Metropolis, Ill., has been incorporated with a capital stock of \$20,000 by Laben M. Munie, Frederick W. Borman and John F. McCartney.

E. T. Harrison & Co., dealers in grain and general merchandise, have moved from Philadelphia, Ill., to Waverly, Ill., where they purchased Beggs & Husman's elevator.

The Atlas Grain Co., Chicago, has been incorporated with a capital stock of \$20,000, to deal in grain, coal, lumber and live stock. The incorporators are H. D. Howe, D. H. Mann and G. J. Murray.

It is understood that a new grain company will be formed to buy grain for all the glucose and starch companies of the country. Jos. P. Griffin, manager of the grain department of the Glucose Sugar Refining Company, Chicago, will be president and

manager of the new concern. Other officers will be announced later. The company's headquarters will be in Chicago.

H. Mueller & Co. have taken out a building permit for an elevator, 180x148 feet, 150 feet high, to be erected at 5511 to 5521 Stewart avenue, Chicago.

The Farmers' Elevator Co., Wapella, Ill., realized over \$2,000 from the damaged corn taken from the ruins of their recently burned elevator. The new elevator is already under way.

Greenleaf & Rogerson of Jacksonville, Ill., have completed an elevator at Pegram, which is in charge of Edward Bradley. The firm will soon begin the erection of an elevator at Drake.

Bartlett, Kuhn & Co. are installing a 50-horsepower engine in their elevator at Danville, Ill., located on the C. & E. I. Scales and office rooms are being fitted up in fine shape.

It is said that 47 per cent of the grain that cleared from Chicago during 1901 was from the Calumet River in South Chicago, and that this year the percentage will be still larger.

Burglars entered the grain offices of the Zorn Grain Co. and the Cleveland Grain Co. at Farmer City, Ill., one night recently. At the latter place they smashed the safe and cash drawer and secured \$2.

The Mount Pulaski Grain Co., Mt. Pulaski, Ill., has been incorporated with a capital of \$30,000 to deal in grain, coal and lumber. The incorporators are John Lincoln, Andrew Eisenhinger and George H. Hubbard.

On February 19 a judgment for \$56,572.97 was entered in favor of Nash, Wright & Co. of Chicago, against Paul Smith of Lincoln, Ill. The deputy sheriff visited the grain office and notified Mr. Smith of the levy. About 4:00 o'clock he went to his home, suffering in body and mind, laid down on a couch and died. He had been a sufferer from heart trouble. Mr. Smith also owned elevators at Lawndale and Broadwell and a nice home in Lincoln. Mr. Smith was widely known in his section of the country. It is stated that his assets will meet all liabilities, which include a note for \$10,000 held by a local bank and secured by mortgage.

CENTRAL.

Henry Detjen will soon erect an elevator at Moulton, Ohio.

W. F. Weisinger will erect an elevator, at Deerfield, Mich.

J. R. Allison has sold his grain business at Mechanicstown, Ohio.

Myers & Bitter of Alvada, Ohio, are erecting an elevator at Rising Sun.

Hall Bros. have a bean elevator nearing completion at Owosso, Mich.

Sanders & Co. will soon commence the erection of an elevator at Elmira, Mich.

An elevator will be built at Oak Harbor, Ohio, by Magee & Paffenbach of Elmore.

Campbell & Everett have a grain elevator nearing completion at West Milton, Ohio.

The old Gilkey Elevator at Richland, Mich., has been purchased by E. F. Knappen.

C. W. Starz, formerly a grain elevator owner at Melvin, Ill., has located at Fowler, Ind.

Wm. H. Baker, a grain and hay merchant at Huntington, Ind., has made an assignment.

Fremont Fulkerson will open a mill and grain elevator on East Franklin street, Elkhorn, Ind.

E. Henderson has retired from the grain firm of Henderson & Elliott at Columbus Grove, Ohio.

A grain elevator will be built at Stanwood, Mich., by Darrah Bros., and Hon. N. O. Ward of Big Rapids.

G. T. Burrell & Co. of Chicago are making plans for a new grain elevator at Logansport, Ind., for J. F. Johnson.

S. Brooks & Son, Portland, Mich., have sold their grain elevator and produce business to John W. Smith and Orra C. Allen.

The grain and milling business of J. Jenks & Co. at Harbor Beach, Mich., is now the property of the Miblethaler Mercantile Company, Ltd.

F. M. Murphy & Co. of Indianapolis, Ind., will build a new 20,000-bushel grain elevator at Hume, Ind. G. T. Burrell & Co., Chicago, have the contract.

The Lawrenceburg Roller Mills Co., Lawrenceburg, Ind., have torn down their old elevator preparatory to the erection of 13 new steel storage tanks. The contract for these tanks and a steel head house has been let to the John S. Metcalf Co.

of Chicago. The job is to be completed by June 1, when the storage capacity will be between 500,000 and 600,000 bushels.

Emery Thierwechter & Co. of Oak Harbor, Ohio, have purchased Harry Lilly's elevator at Trowbridge. They also expect to erect an elevator at Limestone.

Work is in progress on a new elevator at McGary, Ind., for the Fort Branch Milling Co. The Reliance Mfg. Co. of Indianapolis will furnish the machinery.

Taylor & Angel, who were recently burned out, have opened headquarters at 218 Upper Water street, Evansville, Ind., where they are handling grain, flour, seeds, hay, etc.

Leon Gibson has purchased an interest in the grain business of Faber & Twining at Brighton, Mich. The business will be conducted under the name of the Brighton Elevator Company.

W. G. West, who recently sold his elevator and residence at Washburn, Ill., has purchased Mr. Sims' elevators at Attica and Ailsworth, Ind. He will retain Mr. Hatton as manager of the Ailsworth plant. The transfer will be made April 2.

The Pioneer Cereal Co. was recently organized at Akron, Ohio, and has purchased the H. Miller & Sons mill at Canal Fulton. This mill will be fitted for manufacturing pearl barley and a large grain elevator will be built in connection.

EASTERN.

V. R. Beedle has opened a grain store at South Gardner, Mass.

Laimbeer's elevators on Clinton Wharf, Atlantic Dock, Brooklyn, have been torn down.

Hussey & Goldthwait of Guilford, Me., will build a 12,000-bushel grain elevator at Milo this spring.

George L. Bates has purchased the grain and feed business of George D. Kidder at Burlington, Vt.

Wm. R. Wilson has completed a grain warehouse near the B. & O. freight depot at Wilmington, Del.

B. F. Parrott & Co. of Augusta, Me., have opened a branch grain store at Bingham, in charge of J. A. Jordan.

B. F. Parrott & Co. of Augusta, Me., have purchased the grain and feed business of J. M. Chalmers at Pittsfield.

The American Grain Growers' Company has been incorporated under the laws of New Jersey with a capital stock of \$300,000.

Swart & Bailey have purchased the two grain elevators and other business interests of Chas. H. Spriggs at Washington, Pa.

The new Grand Trunk Elevator at Portland, Me., has been completed. It will be known as No. 3. The next largest is No. 1, while No. 2 is the smallest.

George F. Wetherbee has bought back the grain and hay business at Gardner, Mass., which he sold to the Lowe Grain Company a short time ago.

The Miller-Clark Company, Fairmont, W. Va., are about to place the necessary machinery in their new plant for manufacturing all the chopped feed they sell.

The Virginia & Carolina Grain Company, Norfolk, Va., has been incorporated with a capital of \$10,000. W. A. Marable is president and W. H. Cheatham is secretary and treasurer.

The Philadelphia Grain Elevator Company has transferred to the Eastern Real Estate Company the warehouse at the southeast corner of Twentieth street and Pennsylvania avenue, Philadelphia, for a consideration of \$100,000.

The Trantum Grain & Feed Company, Jamestown, N. Y., now have storage capacity for 75 carloads of grain. They will soon commence the erection of an additional one-story warehouse, 48x210 feet, with storage capacity for nearly 200 carloads.

The Great Eastern Elevator Company, Buffalo, N. Y., has purchased a lot adjoining its elevator and having a frontage on the Buffalo River of 200 feet, and of about the same depth. The land will be utilized for additional tracks, wharves and an addition to the elevator.

The Brooklyn Eagle of March 2 says: The New York Dock Company has closed down the iron elevator, known also as the United States Elevator, at the foot of Degraw street. All the men connected with the warehouse have been laid off. The cause assigned is "repairs." The closing down of this elevator leaves only Dow's, Pinto's and Master's in commission outside of the two in the Erie Basin. A few years ago there were 16,000,000 bushels of grain stored in the elevators along the

water front and four or five steamers used to load at each monthly. It is now over a year since any ship loaded a full cargo of grain at the Brooklyn elevators.

SOUTHERN.

Wise & White have succeeded McCutcheon-Payne Co. in the grain business at El Paso, Texas.

The I. Runyan Grain Co. has succeeded to the grain business of I. V. Runyan at Henshaw, Ky.

The Vernon Cotton Oil Co., Vernon, Texas, has been incorporated with a capital stock of \$50,000.

The Export Storage Co. of Cincinnati is said to contemplate the erection of a grain elevator at Memphis, Tenn.

The Progressive Oil Mill & Fertilizer Company is being organized at Brookhaven, Miss., to build an 80-ton cottonseed oil mill.

It is reported that the Procter & Gamble Company of Cincinnati will build a large cottonseed oil mill at Selma, Ala., this summer. An oil mill will be built at Ada, Ga., by Greer Bros.

Edward Moon, a grain merchant who has been engaged in business in Memphis, Tenn., for fifteen years, has filed a voluntary petition in bankruptcy. His liabilities are nearly \$60,000, while he claims to have assets of about \$55,000.

IOWA.

Kreitmann Bros. have sold their grain business at Halbur, Iowa.

The Nye & Schneider Company have completed their new elevator at Modale, Iowa.

It is reported that two grain elevators will be built at Greene, Iowa, this summer.

P. A. Axen, a grain dealer at Galt, Iowa, has sold out his coal and lumber business.

Hough, Nicholas & Young will build an elevator at Crawfordsville, Iowa, this summer.

T. Iserbrands will erect a grain elevator, coal sheds, etc., at George, Iowa, this spring.

Bryant & Son of Cedar Falls, Iowa, have purchased the Henderson Elevator at Popejoy.

W. J. Entwistle has succeeded to the grain business of C. L. Thompson at Rutland, Iowa.

E. E. Noe of State Center has gone to Eldora, where he will engage in the grain elevator business.

A 20,000-bushel elevator is to be erected on the B., C. R. & N. right of way at Tipton, Iowa, by D. B. Smith.

R. W. Fleming has sold his elevator at Lake View, Iowa. It is stated that it will be replaced by a new elevator this spring.

C. C. Buck has sold his grain business at Garwin and Toledo, Iowa, to the Wells-Hord Grain Company of Central City, Neb.

The Iowa Elevator Company of Des Moines will remodel and enlarge its elevator at Clarion, Iowa, which was moved last month to a new site.

The Farmers' Elevator Company of Garden City, Iowa, has been incorporated by D. W. Hodson and others, with an authorized capital of \$25,000.

The Northern Grain Co. of Chicago has purchased a site and will at once erect an elevator at Mt. Vernon, Iowa; also at Belle Plaine and Blairstown.

C. A. Burnham of Fairfield, Iowa, has purchased the elevator and residence of W. G. West at Washburn. Mr. Burnham, who is a large landowner, was brought up near the latter place.

The Neola Elevator Company of Chicago has purchased a coal and lumber yard at Walford, Iowa, and will build an elevator in connection. It is reported that they will also build at Fairfax.

At Gowrie, Iowa, the Elevator Company of Gowrie has been incorporated to do a general grain and merchandise business. J. W. Connelly, C. A. Lundgren and others are the incorporators.

The Great Western Cereal Company of Chicago will build a large addition to its oatmeal mill at Fort Dodge, Iowa, including a large grain elevator. The contract has been let to a Chicago firm.

The Way-Johnson-Lee Company of Minneapolis reports the purchase of James Murray's elevator at Rockford, Iowa. P. E. Granger is in charge as local manager. This company numbers among its stockholders the new governor of Iowa, Hon. A. B. Cummins.

Pense Bros. of Des Moines, Iowa, have incorporated the Iowa Elevator Company, with a capital stock of \$75,000. The new company has purchased a line of 18 elevators along the old Mason City & Fort Dodge road, from the receiver of the St. Paul & Kansas City Grain Company. The company will

also build a line of elevators along the Sioux City extension of the Great Western Railway, which it is expected will be built this year.

The manager of the Farmers' Co-operative Grain Buying Company at Whittemore, Iowa, has been missing for several weeks. It is reported that his accounts are short so much that the value of the plant and the legal assessment of the stock would still leave a large unpaid balance.

WISCONSIN AND MINNESOTA.

The new elevator at Welcome, Minn., has been completed.

A gasoline engine has been installed in the Great Western Elevator at Clarkfield, Minn.

Howard & Bemis, grain dealers at Kenneth, Minn., have sold their implement business.

Thomas Gribbin of New Ulm has purchased and taken possession of A. L. Foster's elevator at Vesta, Minn.

An elevator is to be erected at Beaver, Wis., on the Milwaukee road. It will be operated by W. F. Tagatz.

The Prairie Mill & Elevator Company, River Falls, Wis., has incorporated with a capital stock of \$20,000.

Wm. P. Rempel has sold his elevator at St. James, Minn., to the Western Grain Company of Minneapolis.

R. G. White and J. E. Harris have purchased the grain, feed and implement business of Gribble & Co. at Jonesdale, Wis.

Peter Beck & Son, Lake City, Minn., are preparing to replace their recently burned elevator with a substantial new structure.

George Livingston, for 21 years a grain buyer at Livingston, Wis., has sold his warehouse to Joseph Biddick and will retire to his farm.

O. O. Roppe has leased the old McMichael Elevator at Spring Grove, Minn., and will buy grain and live stock on his own account.

It is reported that H. M. Babcock of Dundas, Minn., will build three elevators on the B., C. R. & N. between Zumbrota and Faribault.

The Madison Milling Company will build an elevator in connection with its mill at Madison, Minn., as soon as the frost is out of the ground.

C. N. Webster, a grain buyer of Beltrami, Minn., recently filed a petition in bankruptcy, showing assets of \$857.90 and liabilities of \$1,844.26.

The Farmers' Elevator Company, Mountain Lake, Minn., have selected a site for their elevator. It is just west of the Peavey Elevator at that place.

Christ Schuette has sold his elevator at Cedarsburg, Wis., to the Milwaukee Elevator Company, but will continue to conduct the business for them.

W. L. Beaton of Fisher is now agent for the Peavey Elevator at Willmar, Minn. He is superintending the enlarging of the house and installing new machinery.

Henry Rippe of Fairmont has purchased the Cargill Elevator at Welcome, Minn., and will use it as a flour, feed and grain store. Oscar Johnson is in charge of the business.

The Woodworth Elevator Co. of Minneapolis has purchased a site at Truax Station, on which they they will erect an elevator this spring, to be managed by John A. McKinnon.

The directors of the Farmers' Elevator Company, Faribault, Minn., are searching for 2,000 bushels of wheat which ought to be in their elevator, but which they are unable to locate.

The Carson Farmers' Elevator Company is being organized to build an elevator and farm produce warehouse at the town of Carson, midway between Bingham Lake and Jeffers, Minn.

It is rumored that the Great Northern will build another very large elevator at Superior, Wis., to be operated in connection with its large steel elevator, which was completed only a few months ago.

Griggs Bros. of St. Paul purchased 16 carloads of grain from the ruins of Hubbard & Palmer's elevator at Lake Crystal, Minn., recently destroyed by fire. Hubbard & Palmer expect to rebuild very shortly.

Sage Bros., who own elevators at Avoca and Currie, have purchased Wright & Munson's elevator at Hills, Minn., on the Illinois Central R. R. Anfin Osborn will continue to have charge of the house as buyer.

The National Elevator Company (Van Dusen, Harrington & Co.), Minneapolis, has purchased from the St. Paul & Kansas City Elevator Company a chain of thirty-six grain elevators. They lie between Sioux Falls and Yankton, S. D., Garretson

and Sioux City, Iowa, and between Jackson and O'Neill, Neb.

The Farmers' & Merchants' Elevator Co. has been organized at Wheaton, Minn., to build and operate an elevator. Joseph E. Dodds is president and R. T. Zempel secretary and treasurer.

The Caledonia Grain & Stock Co., Caledonia, Minn., held its annual meeting on February 15 and elected officers as follows: President, Thos. Buckley; vice-president, Philip Schwebach; secretary, John Bouquet.

The Brooks-Griffith Elevator Co. of Minneapolis are considering the matter of erecting a large elevator to replace the one recently burned. If the material can be secured in the time desired, a fire-proof structure may be erected.

A branch office is to be established at Winona, Minn., by the Northern Grain Company of Chicago. The company's country elevators in Northern Wisconsin, Southern Minnesota, Northern Iowa and South Dakota will be looked after from this office.

Angus Smith's Elevator "A" at Milwaukee, Wis., operated by the Rialto Elevator Co., is having a new power plant installed, consisting of a 20x48-inch Allis Corliss Engine, two 72x18 high-pressure tubular boilers, new condenser, pump, etc. Stephens & Tyler, Monadnock building, Chicago, are the engineers and contractors.

WESTERN.

The grain business of Hansen & Lyse at Wilber, Wash., is being continued by H. M. Hansen.

The grain establishment of F. G. Colton, at Bakersfield, Cal., was damaged by fire a few days ago.

The Tacoma Grain Co., Tacoma, Wash., will erect a large flour mill there this spring. The company owns a line of grain warehouses.

The large amount of reseeding necessary in most parts of Washington is something of a factor in cutting down wheat receipts at coast points.

Farmers on the Nez Perce prairie in the vicinity of Nez Perce, Idaho, are talking of organizing a company to build an ariel tramway to transport their grain to some point along the railroad on the Clearwater. Also to sell their flaxseed direct to the oil mills.

THE DAKOTAS.

Langdon, N. D., shipped 1,323,165 bushels of grain during 1901.

The State Elevator, James Stevenson, agent, Ardoch, N. D., has been closed for the season.

E. B. Page has purchased T. M. Smith's elevator at Leeds, N. D. Ralph Atkins is in charge as buyer.

As soon as the weather permits S. L. Potter will begin work on a new elevator at Webster, S. D.

The National Elevator, which was recently destroyed by fire at Crystal, N. D., will be rebuilt at once.

The plant of the New London Milling Co. at Sherman, S. D., is equipped with an improved Hall Grain Distributor.

The Imperial Elevator Co. have their new elevator at Leeds, N. D., open for business in charge of N. P. Ulnelburg.

Andrews & Gage of Minneapolis expect to build an elevator at Lisbon, N. D., this summer, to replace one destroyed by fire.

Agent Miller will do no more chores at his elevator at Forest River, N. D., the blind horse having been replaced with a gasoline engine.

The Bagley Elevator, Twin Brooks, S. D., was closed down early last month on account of the small quantity of wheat coming to market.

A Farmers' Elevator Co. has been organized at Reynolds, N. D. Among the incorporators are J. Von Ruben, W. J. Brathode and P. C. Peterson.

The Farmers' Elevator Co., Finley, N. D., has been organized with a capital stock of \$10,000. They will probably build an elevator in the near future.

The Dell Rapids Elevator Company are starting work on their new elevator at Dell Rapids, S. D. This will be larger and better equipped than the one destroyed by fire.

The Z. H. Grain Co., Parkston, S. D., has been incorporated with a capital stock of \$40,000. The incorporators are Charles Zehnpenning, A. H. Zehnpenning, S. S. Harding and A. Harding.

Plans are being completed looking to the erection of farmers' elevators at the following points in North Dakota, in addition to those mentioned in other items: Hope, Colgate, Page and Galesburg.

The Farmers' Co-operative Warehouse Association of Baltic, S. D., contemplates building a new elevator. The semi-annual report shows the Association to be in a prosperous condition and to have

done a large volume of business. E. J. Oyan is the manager.

The Portland Farmers' Elevator Company, Portland, N. D., has been incorporated with a capital stock of \$10,000. T. A. Koppang is president; L. C. Goperud, secretary; A. C. Anderson, treasurer. They intend to buy or build a good-sized elevator.

D. W. Bremer, a pioneer grain and elevator man of Clear Lake and Palmer, S. D., has disposed of his elevators at those places to his son, Charles W. Bremer. The new owner will remain at Palmer to operate the elevator there, and has engaged his brother, William, to conduct the Clear Lake house.

CANADIAN.

Thorburn & Sons will erect an elevator at Broadview, Manitoba, this season.

Farmers contemplate erecting an elevator at Summerberry, Assa., this season.

The Farmers' Elevator Co., Virden, Manitoba, has applied for incorporation; capital, \$6,250.

The quantity of wheat taken into the elevators at Fort William, Ont., last year was 16,876,899 bushels.

The C. P. Ry. Elevator at Sand Point, St. John, N. B., has done a rushing business during the past two months.

The Canadian Pacific Railway will increase its elevator capacity at Fort William, Ont., about 1,500,000 bushels this year.

The Canadian Northern's new elevator at Port Arthur, Ont., was completed and began taking in grain about the first of this month.

The Northern Elevator Co. added a 180,000-bushel addition to their grain warehouse at Winnipeg last month. The work was done in just one week.

The Brandon, Manitoba, Farmers' Elevator Co. is said to be in a more or less disorganized state and the stockholders have appointed a committee to investigate and report.

A new elevator was completed at Snowflake, Manitoba, last month, for the Snowflake Elevator Co., which is being incorporated. Building in that section is generally at a standstill during the winter.

The Leyland Line are arranging for a regular service between Quebec and Liverpool and it is expected that the Great Northern Ry. of Canada will accordingly greatly increase the amount of grain handled through its elevator at Quebec.

Robert D. Martin, vice-president of the Bank of Montreal, and T. T. Brady, manager of the Winnipeg Elevator Co., were in Minneapolis for a few days early this month. They are reported to have contracted for a large amount of elevator machinery, including 40 gasoline engines.

The Montreal Chambre de Commerce is making a vigorous protest against the inactivity and worthlessness of the present Board of Harbor Commissioners. The case of Capt. Wolvin being forced to go to Quebec to build his large elevator was cited as an example of the board's attitude toward improvements.

The Prescott Elevator Company, operating a large grain elevator at Prescott, Ont., has been declared to be insolvent by the courts and the Ottawa Trustees' Deposit Company has been appointed to close up its affairs. The elevator was built several years ago to compete with the Ogdensburg and Kingston elevators for export grain elevating on the St. Lawrence route, and was capitalized at \$300,000. Representatives of the Wolvin syndicate have inspected the elevator and the fleet of eight steel barges and a tug. They expect to purchase the plant for the syndicate's new lake and river route from Chicago and Duluth to Quebec.

MISSOURI, KANSAS AND NEBRASKA.

The Carroll Grain Co. will build an elevator at Carroll, Neb.

Holland Bros. of Bellwood, Neb., have begun rebuilding their elevator.

A. Kulp has sold his elevator at Scottsville, Kan., to John Charlesworth.

It is reported that an elevator will be erected at Clatonia, Neb., this spring.

Frank Faulkner has purchased and taken possession of the elevator at Edholm, Neb.

Railsback Bros.' elevator at Ashland, Neb., is being remodeled and considerably enlarged.

J. O'Donnell & Son have succeeded to the grain business of D. G. Hardin & Co. of Stratton, Neb.

The Missouri & Kansas Grain Co. will build a grain elevator at Hume, Mo. H. N. Martin is the local agent.

O. A. Cooper of Humboldt, Neb., has disposed of a half interest in his string of elevators, flour mill, electric light plant and other property to

Claud M. Linn of Lincoln. Mr. Linn's father was for ten years a partner with Mr. Cooper.

T. D. Hord of Central City, Neb., has purchased an elevator at Phillips, Neb., which has been managed by E. C. Purdy.

E. D. Bartling has gone from Brock to Nebraska City to assist his father. J. W. Young has taken charge of the Bartling Elevator at Brock.

The Farmers' Elevator Co., Scribner, Neb., will engage in the lumber and coal business at once and will probably build an elevator before long.

The Farmers' Grain, Live Stock and Coöperative Mercantile Association of Coats, Kan., is completing its organization and will soon build an elevator.

The new elevator of Kyd & Co. at Pawnee City, Neb., is completed. T. J. Harvey of Geneva is in charge as buyer. The motive power is a gasoline engine.

The Blunt Lumber, Grain & Coal Co. of Blunt, Neb., has been incorporated with a capital stock of \$10,000 by J. S. Irwin, Chambers Smith and L. A. Irwin.

The Updike Grain Co. has completed a new office and scales and made other improvements on the elevator at Norfolk, Neb., recently purchased of C. W. Braasch.

The Farmers' Grain & Stock Co., Scribner, Neb., has purchased a building which it will use for office purposes. Material is being hauled preparatory to erecting a new elevator.

The Bartling Grain Company, Nebraska City, Neb., has been incorporated with a capital stock of \$50,000. The incorporators are H. H. Bartling, H. H. Bartling Jr., and E. D. Bartling.

The J. H. Kracke Grain Co. was incorporated at St. Louis, Mo., last month with a capital of \$10,000. The stockholders are John H. Kracke, Victor Albrecht and Marcus Bernheimer.

The Jones Grain Co. of Nebraska City has purchased Greenleaf & Baker's elevator at Talmage, Neb., operated by J. H. Mohrman. It is reported that Mr. Mohrman will continue to operate the house for the new owners.

A newspaper dispatch from Stromsburg, Neb., dated March 6, says: S. B. Samuelson and family left to-day for their new home in Hiawatha, Kan. Mr. Samuelson was one of Stromsburg's most respected citizens. He resigned his position as mayor yesterday, and as president of the school board. He has been engaged in the grain business here for a great many years, and had an interest in the Stromsburg cereal mills. He sold all his business interests here and invested his capital in a series of grain elevators between here and St. Joseph, on the Kansas City & Omaha, and St. Joseph & Grand Island railroads. He is accompanied by his business partner, A. V. Nelson and family.

OBITUARY

Charles Wilson, a well-known grain merchant, is dead, at Hamilton, Ont.

G. W. Patterson, a well-known grain dealer and farmer, died at Makanda, Ill., March 9, of pneumonia.

John Jenkins, a prominent grain buyer of Washington, Ill., died of pneumonia, March 2, aged 45 years. Mr. Jenkins is survived by a wife and family.

N. C. Michaels, one of the most prominent grain and potato buyers of that section, died at his home in Campbellsport, Wis., February 22. Mr. Michaels' death was due to heart failure.

General Edward Benson Brown, who was a pioneer grain merchant of Toledo, Ohio, died recently at the home of his granddaughter, Mrs. James H. McFarland, of White Plains, Mo.

James Austin, mayor of Winnebago City, Minn., died February 24. Mr. Austin was engaged in the grain business on a large scale and was also owner of large farms in the vicinity of Austin.

Daniel J. Keely, an extensive grain buyer of Lena, Ill., died at his home in that town February 13. Mr. Keely was a native of Pennsylvania, but had resided in Illinois for the past forty years.

Paul Smith, a well-known grain dealer of Lincoln, Ill., died February 19 of heart failure. Mr. Smith was born in Lincoln, January 3, 1842. He had been engaged in the grain business since 1890.

Theodore Calvin Sanderson died at his home in Harrisburg, Pa., February 8, of a complication of diseases, after a short illness. Mr. Sanderson was fifty-two years of age and was a member of the

firm of Fickes & Sanderson, grain dealers. He was born in Newport, Pa., but had been a resident of Harrisburg for many years.

M. Herschler, a grain buyer for the Minneapolis Brewing Company, died at the Minneapolis city hospital, March 11, aged 74 years. He is survived by one son. The cause of death was senile debility.

John S. Carpenter, president of Montague & Co., Chicago, is dead. Mr. Carpenter was leader in a former movement to secure the same railroad rates for small grain shippers that large grain operators were getting.

Emma Wadsworth Schwartz, the widow of Charles Schwartz, who founded the Chicago house of Schwartz, Dupee & Co., died at Orange, N. J., on February 26. Mrs. Schwartz was forty-two years old. The interment was at Suffield, Conn., which was Mrs. Schwartz' summer home.

William Gilman, a Chicago grain merchant, died at Phoenix, Ariz., on March 11. Mr. Gilman was 60 years old. Death was caused by pneumonia, resulting from a cold contracted in Chicago. Mr. Gilman and family went to Phoenix recently to spend some time on a ranch near that city.

Israel W. Dodge died at his home in Beverly, Mass., February 12, of pneumonia. Mr. Dodge was born in Beverly in 1842 and for many years was in the grain business there. Of late years he had been employed as traveling agent for a Boston firm. Mr. Dodge leaves a widow and three children.

Edward K. Norton, formerly a member of the Detroit (Mich.) Board of Trade, died suddenly at the Wayne Hotel in that city, March 7. The immediate cause of death was a hemorrhage of the stomach, following an illness of two days. Mr. Norton moved to Michigan from Springfield, Mass., his birthplace, when a young man, and made Detroit his home up to the time of his death. He is survived by a widow and two grown children.

Philip Apfel, a well-known business man of Chicago, died at the Samaritan Hospital, March 9. Mr. Apfel was stricken with apoplexy March 8 and was removed to the hospital, where his death followed. He was born in Alsace-Lorraine in 1830 and came to America with his parents in 1842. For many years Mr. Apfel was engaged in the shoe business and upon retiring from that field became a grain dealer and for many years operated on the Board of Trade.

L. L. Thomasson, an old and highly respected resident of Chattanooga, Tenn., died February 25, after a brief illness. Mr. Thomasson was born in York district, South Carolina, in 1821. He removed to East Tennessee in 1850 and was engaged in a number of enterprises until he embarked in the grain business, in which he continued up to the time of his death. He was one of the foremost men in extending the trade throughout East Tennessee, North Alabama and North Georgia. Mr. Thomasson was prominent in church circles and was noted for his public spirit. He leaves a widow and seven children.

James Henry Dole, head of the firm of J. H. Dole & Co., and one of the charter members of the Chicago Board of Trade, died February 17 after an illness of two weeks. Mr. Dole was 78 years old, having been born in Bloomfield, Mich., in 1824. He came to Chicago in 1847 and subsequently embarked in the grain business with his uncle, the late G. W. Dole. Later Mr. Dole was associated with the elder George Armour in the firm of Armour, Dole & Co., which owned forty-five elevators along the lines of the Chicago, Burlington & Quincy. The business, including the elevators, was sold to P. D. Armour & Co. At the time of his death Mr. Dole was a director in the Continental National Bank. Although actively engaged in various business enterprises, Mr. Dole found time to interest himself in art and was one of the promoters of the Art Institute. Five children survive Mr. Dole: Mrs. Henry W. Leman, George S. Dole, Miss Mary L. Dole, Mrs. Horace E. Hurlbut and Charles E. Dole. The firm of J. H. Dole & Co. will be carried on by George S. Dole and Charles M. Armstrong.

OUR CALLERS

We have received calls from the following gentlemen promptly connected with the grain and elevator interests, during the month:

F. E. Bennett, Geneva, Ill.
A. M. Knoble, Valparaiso, Ind.
John C. Klein, Blue Island, Ill.
J. H. Brown, Battle Creek, Mich.
E. D. Brookman, Vermillion, S. D.
W. B. Hoover, representing Barnard & Leas Mfg. Co., Moline, Ill.
Mr. Adamson, of Stephens-Adamson Manufacturing Company, Aurora, Ill.
G. A. Bell, representing The Davidson-Martin Mfg. Co., Port Huron, Mich.
Charles H. Sterling, representing Invincible Grain Cleaner Co., Silver Creek, N. Y.

HAY

Fifty-one million tons of hay were harvested in the United States in 1901.

W. W. Lathrop is opening a wholesale and retail hay and feed store at Brazil, Ind.

A. L. Humphrey has sold his interest in the hay baling business at Chestnut, Ill., to Fred Switzhorn.

J. F. Frambly & Co. of Omaha, Neb., have been given the contract to supply 1,800,000 pounds of baled hay to Fort Riley.

The Planters' Compress Company is to erect three new buildings at Nokomis, Ill., to replace the one destroyed by fire some time ago.

The hay market of Steuben County, N. Y., has declined recently. Hay now selling at from \$8 to \$11 per ton brought from \$11 to \$14 per ton a short time ago.

In the principal hay centers of Ohio it is conceded that a large part of the crop of 1901 will be carried over and low prices for the remainder of the season are predicted.

Marcotte & Marcotte are the curators of A. V. Decary, a hay and grain merchant of St. Henri de Montrael, Que. A meeting of the creditors was held recently.

The California hay market is reported stronger than at any time this season. This is believed to be due to the fact that stocks in the state are pretty well used up.

Helfrich & Wheaton is the style of a new firm that has engaged in the hay, feed and produce business at Harvey, Ill. The members are E. D. Helfrich and C. J. Wheaton.

A. R. Edwards is successor to Edwards & Johnson in the hay, straw and feed business at Maquoketa, Iowa. Mr. Edwards states he is prepared to ship baled hay, straw and grain to dealers.

Schedules in bankruptcy of Thomas Fitzpatrick, dealer in hay and feed at 200 East Seventy-seventh street, New York City, show liabilities of \$2,990 and assets of \$540, consisting of \$10 in cash and \$530 in accounts.

A western live stock journal is authority for the statement that Montana has the alfalfa fever. It is said that stock raisers are finding alfalfa very satisfactory and that cattle fed on this grass compare favorably with stock fed on corn.

Missouri farmers are said to be experimenting with alfalfa with good results, although it appears that red clover is destined to maintain its supremacy as the most productive and popular forage in the section, when grown with timothy.

The Pease Hay Commission Company of Des Moines, Iowa, has filed articles of incorporation with a capital stock of \$15,000. The directors and incorporators of the new company are J. S. Pease, George Pease, S. H. Pease and J. A. Gilmore.

Dr. E. R. Switzer of Salina, Kan., is said to be the original alfalfa grower in that state. He planted two acres on his farm in the spring of 1874. The seed was obtained from San Francisco at a cost of 50 cents per pound, or about \$30 per bushel.

C. S. Maguire, a Cincinnati grain dealer, says that Cincinnati is now one of the greatest hay markets in the United States. The daily handlings are between 50 and 60 cars, and the trade is still growing. About half this hay goes to southern points.

Five additional steamers have been chartered to carry hay from St. John, N. B., to South Africa. The tonnage of these five ships aggregates about 12,000 tons. This export movement will carry off the greater portion of the surplus hay of Nova Scotia and New Brunswick.

George Eitell, who was an inventor and manufacturer of hay presses and other specialties, died at Pinta, Ariz., on a train en route to Quincy, Ill. Mr. Eitell was a sufferer from Bright's disease and had spent the winter on his ranch in California. He was seventy-two years old.

The English hay trade is not active. Medium grade has had a very slow sale of late, and prices are easier. The chaff hay trade has been swamped by a lot of damaged Russian hay now on the market. Prime and medium grade clovers continue in fair demand at unchanged prices.

A clever confidence man recently made an unsuccessful attempt to swindle the Southern Feed Company of St. Louis, Mo., out of about \$700 worth of hay and oats. The man, who represented himself as superintendent of the Anheuser-Busch Brewing Company's stables, contracted with the Southern company for a carload of hay and one of oats. Later he called upon the purchasing agent of the brewery and attempted to sell the hay and grain at less than cost. The brewing company had all

the feed it needed and would not purchase, and the swindler disappeared. It is a very old but often repeated trick.

The export business in hay from the port of Boston is larger than at any time in the history of the trade. On February 12 the steamer Cestrian of the Leyland line cleared for Liverpool with 19,050 bales, the largest cargo of hay ever cleared from Boston. The steamer Iberian sailed February 16 with 12,000 bales. For September, October, November and December exports reached 355,690 bales, against 33,000 bales for the same time in 1900. The greater part of the hay has gone to Hull, England.

The Interstate Commerce Commission gave a hearing February 17 in the case of the National Hay Association against the Lake Shore & Michigan Southern Railway Company. The case involves the traffic rates on hay and straw on railroads embraced in the official classification territory. John B. Daish of Washington, D. C., for the Hay Association, contended that the rates were excessive and unjust. Adelbert Moot of Buffalo, for the defendant road, contended that the conditions governing the traffic justified the rates.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending February 15, sales of Choice Timothy ranged at \$13.00@14.00; No. 1, \$12.00@13.00; No. 2, \$10.50@12.00; Threshed, \$8.00; Not Graded, \$9.00@12.50; Clover Mixed, \$10.50; Choice Prairie, \$10.50@11.50; No. 1, \$9.50@10.50; No. 2, \$8.00@8.50; No. 3, \$6.75@7.50; Not Graded, \$8.00@10.50. Rye Straw sold at \$5.50@7.00, and Wheat Straw at \$3.50@5.00. The receipts for the week were 3,878 tons, against 5,332 tons for the previous week. Shipments for the week were 687 tons, against 706 tons for the previous week. The arrivals of Timothy Hay were only moderate during the week and a good inquiry existed. Prices advanced 25@50 cents per ton. Prairie Hay was quiet early in the week, but later the receipts became smaller and the demand improved somewhat, more particularly for the choice grades.

During the week ending February 21, sales of Choice Timothy ranged at \$13.50@14.50; No. 1, \$12.50@13.00; No. 2, \$11.00@12.00; Not Graded, \$9.50@12.00; Choice Prairie, \$11.00@12.50; No. 1, \$8.50@10.00; No. 2, \$7.50@8.00; No. 4, \$6.00@6.50; Not Graded, \$7.00@12.00. Bedding Hay, \$4.50. Rye Straw sold at \$6.50. The receipts for the week were 3,971 tons, against 3,878 tons for the previous week. Shipments for the week were 562 tons, against 687 tons for the previous week. Choice Timothy Hay was in good demand during the week and a firm feeling prevailed. Arrivals were only moderate. Choice Prairie Hay was also in demand and prices ruled steady. Low grades were dull and slow sale.

During the week ending March 1, sales of Choice Timothy ranged at \$13.25@14.00; No. 1, \$12.00@13.00; No. 2, \$11.00@12.00; Not Graded, \$10.00@13.00; Choice Prairie, \$11.00@12.50; No. 1, \$9.00@11.00; No. 2, \$7.50@8.00; No. 3, \$6.50; No. 4, \$5.50; Not Graded, \$7.00@10.00. Rye Straw sold at \$6.50@7.00, and Oat Straw at \$6.50. The receipts for the week were 6,393 tons, against 3,971 tons for the previous week. Shipments for the week were 613 tons, against 562 tons for the previous week. The market for Timothy Hay ruled steady during the week. The arrivals were liberal and choice grades were in good local demand, while low grades of cheap hay were wanted for shipment. Prairie Hay was rather dull early in the week, but toward the close the offerings became light and a good inquiry existed. The market closed firm, but not particularly higher.

During the week ending March 8, sales of Choice Timothy ranged at \$13.50@14.00; No. 1, \$12.00@13.00; No. 2, \$11.50@12.00; Not Graded, \$9.50@13.00; Choice Prairie, \$11.00@12.50; No. 1, \$8.00@11.50; No. 2, \$8.00@9.00; Not Graded, \$6.50@11.50. Rye Straw sold at \$6.00@7.00, and Wheat Straw at \$5.50. The receipts for the week were 4,733 tons, against 6,393 tons for the previous week. Shipments for the week were 653 tons, against 613 tons for the previous week. Strictly Choice Timothy Hay and Prairie Hay were in good local demand during the week and the offerings were rather small. Prices exhibit no material change. The receipts of low and medium grades were liberal and the demand was light. Prices ruled easy, but not particularly lower.

Geahart, White & Co. is one of the latest firms in Chicago, as members of the Board of Trade, to engage as commission merchants in stocks, grain and provisions. L. C. Geahart is an old member of the Chicago Board of Trade and is thoroughly acquainted with the country trade, as well as affairs on 'Change. E. J. White is a member of the well-known flour firm of White, Miner & Co. and has been associated for years with the grain and flour interests. The new firm has very handsome offices on the first floor of the Calumet building, 187 La Salle street.

COMMISSION

The Weare Commission Company of Chicago contemplates opening an office in Decatur, Ill.

A. J. Cummings of St. Paul has opened an office at Owatonna, Minn., with Frank M. Pratt as manager.

Application for membership in the Chicago Board of Trade has been made by Jacob Schreiner of St. Louis.

The A. V. Booth Company of Chicago will move its Milwaukee office May 1 into the Chamber of Commerce.

The C. A. Dayton Grain Company of St. Joseph, Mo., has increased its capital stock from \$10,000 to \$20,000.

Edwards, Wood & Co. have, in connection with their Sioux City, Iowa, office, established a branch at the Sioux City stock yards.

John W. Gates and Isaac L. Ellwood, special partners of the firm of Harris, Gates & Co., have applied for membership in the Chicago Board of Trade.

The affairs of W. G. Wasmandorff & Co., bond and grain commission, are in the hands of the Chicago Title & Trust Company as receiver. The failure was a surprise.

Finley Barrell & Co. of Chicago have opened an office in Minneapolis, Minn. Denman Johnson, formerly secretary and treasurer of the Peavey Grain Company, is in charge.

The J. H. Krake Grain Company of St. Louis, Mo., has been incorporated with a paid-up capital of \$10,000. The incorporators are John H. Krake, Victor Albrecht and Marcus Bernheimer.

The Atlas Grain Company of Chicago has filed articles of incorporation. The capital stock is \$20,000 and Herbert D. Howe, Donald H. Mann and Gordon J. Murray are named as incorporators.

Cross & Fort is the style of a new Chicago commission and brokerage firm that commenced business March 5. It is a consolidation of the Ellsworth-Cross Company and the business of James M. Fort.

Louis P. White, the Chicago broker for whom L. Bartlett & Sons Company purchased a membership in the Milwaukee Chamber of Commerce for \$850, will do the trading on 'Change in Milwaukee for that firm.

The John B. Barrie Company of Chicago has incorporated with a capital stock of \$15,000, to do a commission and brokerage business. The incorporators are John B. Barrie, James M. Gwin and R. J. Hamilton.

H. E. Botsford & Co. are announcing to their friends and the grain trade in general that they have engaged in the general commission business in grain, beans, seeds, stocks and provisions, at 723 Chamber of Commerce, Detroit, Mich.

Tyler, Harney & Co. of Decatur, Ill., have incorporated to do a brokerage business in grain and stocks. The new concern will take over the business of B. S. Tyler & Co. and the Empire Grain Company. The members of the new company are R. S. Tyler, F. C. Harney, Frank Evans and T. A. Bone.

E. W. Wagner will remove from his present location in the Rialto building, Chicago, into more desirable quarters at 99 Board of Trade building. The new offices are large, newly furnished and well lighted, and conveniently near 'Change. Out-of-town customers will be welcome and well taken care of in the new location.

A new brokerage firm has commenced business at 181 La Salle street, Chicago. The firm name is Simpson & McDonald. John M. Simpson, who has been with Lamson Bros. for ten years, and F. A. McDonald, a successful miller of Ft. Worth, Texas, comprise the new firm. Both hold memberships in the Chicago Board of Trade.

Arthur R. Sawers, who has been handling the receiving business through Illinois and Indiana, for the Calumet Grain & Elevator Co., Chicago, for the past seven years, has retired temporarily from active work with that firm and will take a well earned and needed vacation. It is his intention to spend the remainder of the winter with his family in California. Mr. Sawers will keep in touch with the grain business, as he retains an interest with the Calumet Grain & Elevator Co. and also will remain a director of the Grain Dealers' National Association, in which body he has rendered valuable services. He leaves Chicago with the good wishes of very many friends. Geo. B. Dewey, who has been with the firm for some time, and who needs no introduction to the grain trade, will continue his connection with the house.

Fires - Casualties

A small elevator at Lewisville, Texas, owned by T. C. Cooper, was burned February 22. Loss, \$800; no insurance.

A gasoline engine owned by Bomberger Bros. & Challengren of Ft. Dodge, Iowa, froze recently and was badly cracked.

Hewitt Bros.' elevator and coal sheds at Locke, N. Y., were burned February 12. The loss is about \$2,000, with small insurance.

The Revere Elevator Company's elevator at Revere, Minn., was damaged by fire March 8. The loss and insurance are unknown.

The grain and feed store of Dale Bros. at Columbia, Tenn., was damaged by fire February 13. The place was insured for \$3,000.

A. B. McGeon & Co.'s elevator at Hawkeye, Iowa, caught fire recently, but the flames were extinguished before much damage was done.

The elevator at Cozad, Neb., owned by the Omaha Elevator Company, was burned February 10. The structure contained 7,000 bushels of wheat.

The Oliver Postlewaite elevator at Rossville, Ill., was totally destroyed by fire March 7. The loss is placed at \$15,000, with insurance of \$9,500.

A freight wreck on the Northwestern, near Ablemans, Wis., March 8, demolished thirteen carloads of grain and flour. The loss is estimated at \$8,000.

Hogg & Lytle's elevator at Mariposa Station, Ont., was destroyed by fire March 3. The estimated loss is between \$10,000 and \$12,000, covered by insurance.

Fire which destroyed the grain and hay warehouse of Taylor & Angel at Evansville, Ind., recently, caused a loss on stock of about \$10,000, with insurance of \$6,000.

The National Elevator at Crystal, N. D., which had a capacity of 60,000 bushels, was destroyed by fire February 21. No statement of loss or insurance has been given out.

The elevator at Lawndale, Minn., was burned February 10. Traffic on the G. N. road was stopped for some time, as the debris from the burning building fell across the tracks.

The brick grain warehouse of Amos Rutter at New Holland, Pa., was destroyed by fire February 22. The building was insured for \$4,000, and the loss is estimated at \$6,000.

William Garrison, a foreman at Sitley & Son's elevator in Philadelphia, Pa., was crushed to death between two cars at the elevator February 26. Mr. Garrison was 49 years old.

The Barker warehouse at Columbia, Tenn., was burned February 27. The building was filled with baled hay, stock peas and millet seed, owned by various parties. The building and contents were insured.

An explosion of a boiler in the grain chopping mill near Brookville, Pa., caused the death of Everett Brosius and fatal injuries to Robert Thompson and Sydney Snyder. The latter was owner of the plant.

The elevator owned by John D. Owens at Owens Station, near Marion, Ohio, was destroyed by fire at an early hour on the morning of March 5. The loss is estimated at between \$5,000 and \$6,000, and is partially covered by insurance.

The elevator at Wyoming, Ill., owned by Frank Hall & Co. of Peoria, was burned recently. Six thousand bushels of corn and 5,000 bushels of oats were destroyed. Most of the grain was owned by farmers. The building was insured.

Francis Skinner, a New York broker, shot and killed himself in his office on March 10. Skinner was engineering a bull movement in wheat, and at the time of his death had cash assets of eight cents. He was four weeks behind in his board bill.

Hubbard & Palmer's cleaning elevator at Lake Crystal, Minn., was totally destroyed by fire February 19. There was about 20,000 bushels of grain in the building and the total loss is about \$25,000. Insurance to the amount of \$10,000 was carried.

The Enterprise Feed and Lime Company of Camden, N. J., was burned out February 19. The fire was discovered in the hay warehouse and before it was extinguished caused a loss of \$2,000 on stock and \$3,000 on building, partially covered by insurance. James McInerney is head of the company.

George Reppel, employed in the St. Louis and Marissa grain elevator at Marissa, Ill., was instantly killed March 4, by being caught in the fly-wheel while elevating wheat. His body was drawn under the wheel, stopping the machinery, and breaking the wheel. He was dead when found, his

body being terribly crushed. He leaves a widow and three small children.

The Harwood, N. D., elevator of the Minneapolis and Northern Company was burned February 16, entailing a loss of \$7,000 on the building. The structure contained about 8,000 bushels of grain and a quantity of flax.

Julian, Neb., was the scene of an incendiary fire February 11, when the elevator of Jones Elevator Company of Nebraska City, Neb., went up in smoke. The blaze was started by a tramp, who was later arrested and pleaded guilty to the charge of arson. The building, which was valued at \$3,000, contained about 10,000 bushels of wheat and 200 bushels of corn.

W. A. Johnson, an iron worker, was killed February 18 by falling from the top of a bin of the Rialto steel elevator in course of construction at One Hundred and Fourth street and the Calumet River, South Chicago. The distance was ninety feet. This is the second accident that has occurred on the work. Two men were killed January 14 by the falling of a scaffold.

The two elevators of the Brooks-Griffith Elevator Company at Minneapolis were destroyed by fire February 14. The fire was discovered about 4 a. m. and when the firemen responded to the alarm it was too late to save the structures. The elevators were of wood, iron sheathed. One was built in 1897, the other in 1894. The value of the contents was between \$35,000 and \$40,000. The plant was run by electricity generated in a fireproof, detached engine room. The elevators were used for cleaning wheat and making feed. They were filled with bran, shorts and low-grade flour. The insurance aggregates \$59,000, and the loss will probably not exceed this amount.

February proved to be a disastrous month for the Nye & Schneider Grain & Lumber Company of Fremont, Neb., and for a time the officers of the company wondered whether they were going to lose all their elevators by fire. On February 7 their elevator at Dodge, Neb., which was managed by J. W. Dickson, was burned to the ground. The loss is between \$5,000 and \$6,000, and is covered by insurance. On the same date the elevator at Nickerson, Neb., was discovered on fire, but the blaze was extinguished before the building was seriously injured. The principal damage was in the engine room, where the fire started. The third and last fire occurred February 10, when the elevator at Bruno, Neb., was entirely destroyed. The loss is said to be about \$6,000, fully covered by insurance. The burned structures will be rebuilt at once.

TRANSPORTATION

Widespread complaints have been made by shippers over the minimum loading of cars in trunk line territory.

The Illinois Central Railroad Company will build a new station near Kennebeck, Iowa, for the convenience of grain and hay shippers.

The steamer Germanic is the first vessel of the Milwaukee winter fleet to receive a cargo of grain for spring delivery at Buffalo. It consists of 75,000 bushels of barley and the freight rate is two cents.

The opening rate on wheat from Duluth to Buffalo for next season is 2½ cents per bushel. Some contracts have already been made at this figure. Last year the rate ranged from 2¼ cents to 3 cents per bushel.

The Canadian Atlantic system carried 18,000,000 bushels of grain last year. This grain was carried from Chicago, Duluth and Fort William. The report ports were Montreal, Quebec, Portland, Me., and Boston. The figures show an increase of 5,000,000 bushels.

Eastern lines have notified western agents that the minimum weight of car lots of flour, feed, oil cake, rolled oats, starch, bran in packages, grits, malt, hominy, etc., will be increased on April 1 from 30,000 pounds to 35,000 pounds.

The Missouri board of railroad and warehouse commissioners in St. Louis has issued an order forbidding all railroads in Missouri from making extra charges for grain already sacked for other markets than St. Louis. The Iron Mountain road formerly charged \$2 per sack.

The Grand Trunk Railway has changed the demurrage charges on Manitoba wheat at Sarnia from \$1 per twenty-four hours after forty-eight hours, to \$2 per car per day after twenty-four hours. The Toronto Board of Trade has voted to ask for the restoration of the old rates.

The Santa Fe will shortly commence the construction of a line of road from the southern border of Kansas to Paul's Valley, Indian Territory, a distance of about 200 miles. Grading is now completed from Pawnee to Ralston and from Ripley to Cushing. The line from Paul's Valley to Erin

Springs has been completed and preparations are being made to grade from Paul's Valley to the Canadian River.

H. D. Metcalf, president of the Montreal Corn Exchange, says that, although the Canadian Pacific Railway has been making every effort to move the Manitoba and Northwest wheat crop, there is every likelihood that they will barely have completed it in time to commence moving the new one.

A start has been made in the forward freight business from the port of Montreal, the contract having been made for the spring shipment of a lot of grain to London at 1s 7½d per quarter (5½ cents per bushel). Rates are quoted as follows: London, 1s 7½d to 1s 9d; Bristol, 2s, and Liverpool and Glasgow, 1s 6d.

There is probably less grain tonnage under charter for storage and spring delivery at the present time than there has been at any time for many years. At Milwaukee there has been very little chartering done and at Chicago and the head of Lake Superior it is estimated that there is not more than 3,000,000 bushels of grain afloat.

The Missouri River Transportation & Grain Company is said to be the style of a new concern being organized by St. Louis capitalists. The promoters contemplate establishing a line of light draft barges for the purpose of carrying grain on the Missouri River and also erecting a number of elevators at convenient points along the river, in which the grain can be stored.

The reports regarding the new lake line from Quebec to Duluth are decidedly optimistic. It is claimed that the fleet will consist of twenty or thirty steamers, provided they can be secured at a favorable price. In all cases vessels will be of sufficiently light draft to make the trip without breaking bulk. It is expected that favorable insurance rates can be secured.

Louis Coste, C. E., at a recent meeting of the St. John (N. B.) Board of Trade, read a paper on the advantages of the projected French River canal in handling shipments seeking the seaboard through the great lakes. Mr. Coste pointed out that only four per cent of the grain traffic of Canada is handled there, and declared the reason is that the St. Lawrence had not been made a satisfactory outlet.

The dissolution of the Chicago-Kansas City, Chicago-Omaha and Sioux City and Chicago-St. Paul freight bureaus has been decreed by the executive officers of the western roads. No action has been taken in regard to the Western Freight Bureau. It was contended this was not a pool or organization that could be construed as being illegal, but simply a statistical bureau for the compiling of records and the issuing of tariffs. It is probable it will be kept intact and some prominent traffic man will be elected chairman.

The following reduced rates for grains and grass seeds for seeding purposes are announced by the Canadian Northern: Shipments of wheat, oats, barley, flaxseed and grass seeds will be accepted for shipment from date to and including May 31, 1902, for seeding purposes at one-half tariff rate, minimum charge for any single shipment, 35 cents. Forwarding agents will require shippers to furnish certificates stating that shipments are to be used for seeding purposes. This reduction will not apply on shipments billed to Winnipeg, St. Boniface, Port Arthur, West Fort William or Fort William, or when destined to points on other companies' lines.

A resumption of business by April 1 on all the upper lakes is now predicted by vessel-owners, and preparations are being made to get the ships out a fortnight earlier than was anticipated. This will prove the earliest opening of navigation on the great lakes since the Straits of Mackinaw became a factor in the commerce of the country. The first real charter in the grain trade from Chicago was made on March 8, when the steamer W. B. Morley was placed for oats to Buffalo at 1½ cents. The increase in the capacity of lake ships is fully equal to the increase of traffic. Ever since the close of navigation from 6,000 to 8,000 men in lake shipyards have been employed in building new boats.

Freight rates by both eastern and western roads are better maintained than for years. It is said that the traffic officials are apprehensive over the fact that President Roosevelt is urging the Interstate Commission to enforce the commerce law. As yet the railroads have failed to comply with the request of the Commission to submit statements and statistics of the cut rates made and rebates paid to shippers during the year 1901, and the Commission threatens to take decisive measures if these statements are not produced. The railroads themselves do not fear prosecutions, but they have an idea the Commission means to prosecute the shippers, and especially the big packers, who have solicited and received those cut rates and rebates, and few of the railroads can afford to antagonize those interests by furnishing the evidence for their conviction.

CROP REPORTS

Wheat and oats in Alabama are reported as being considerably damaged by sleet and freezing.

Prof. F. W. Mally, state entomologist, says he thinks the Texas grain crops this year will be free from insect injury.

February weather only served to do still further injury to the wheat crop in Tennessee. The outlook on the whole is unfavorable but may improve later on.

Clover and winter wheat in Wisconsin are thought to have suffered considerable damage by continued freezing and thawing and from lack of snow protection.

The report of the Ohio State Board of Agriculture, issued March 6, gives the average condition of wheat as only 62 per cent, which is 10 per cent less than on January 1. Further developments must be awaited to indicate what the outcome will be.

Reports from the heavy wheat producing sections of Kansas and Oklahoma are indicative of good prospects for a large crop and an increased acreage. Damage by freezing and lack of moisture is slight, and where such has occurred it simply means that much more corn land.

In most of the wheat sections of Washington from 25 to 75 per cent of the wheat area is being resown, on account of winter killing. The acreage shows a considerable increase. It is estimated that 300,000 bushels of wheat will be withdrawn from market for reseeding in Walla Walla and Umatilla counties.

Secretary Ellis, of the Missouri State Board of Agriculture, says a general increase in wheat acreage of 54 per cent has been reported. But little damage has been done by freezing and thawing. Besides the melting snow, copious rains have fallen in most sections where they were badly needed. A large crop is now generally looked for.

The secretary of the Nebraska Grain Dealers' Association gives the acreage of winter wheat of that state as 1,900,000 acres, an increase over last year of 35 per cent. Based on an average yield of 20 bushels per acre, which has been determined as relatively accurate by the Association, the total yield of winter wheat this year will be 38,000,000 bushels, and if the season is as favorable from this time on as it was last year, the yield will be about 47,000,000 bushels, which closely approaches the total yield of both winter and spring wheat last year.

The monthly crop report issued March 1 by the United States Weather Bureau says the northern portion of the winter wheat belt was unusually well protected by snow during the month, and an improvement in the condition of winter wheat is indicated over the northern portions of Ohio, Indiana, Illinois and Missouri, the outlook being less favorable in the southern portions of these states and in Kentucky, Tennessee and Arkansas. The severe sleet storm near the close of January left a large portion of the Ohio Valley covered with ice. In Nebraska and Kansas the crop as a whole is in prime condition.

The report of the Department of Agriculture, dated Washington, D. C., March 10, says: Until the publication of the census figures of acreage, based on a farm-to-farm canvass, admit of the making of any necessary adjustments in the acreage figures of this department, no quantitative estimate of the amount of grain remaining in the hands of farmers on March 1 will be made by the statistician. Reports received from the Department's correspondents, however, indicate that about 23 per cent of last year's wheat crop is still in farmers' hands, as compared with 24.5 per cent (128,100,000 bushels) of the crop of 1900 on hand March 1, 1901, and 29 per cent (158,700,000 bushels) of the crop of 1899 on hand March 1, 1900. Corn in farmers' hands is estimated at about 29 per cent of last year's crop, against 36.9 per cent (776,200,000 bushels) of the crop of 1900 on hand March 1, 1901, and 37.2 per cent (773,700,000 bushels) of the crop of 1899 on hand March 1, 1900. Of oats there is reported to be about 30 per cent of last year's crop still in farmers' hands, as compared with 36.2 per cent (292,800,000 bushels) of the crop of 1900 on hand March 1, 1901, and 36.5 per cent (290,900,000 bushels) of the crop of 1899 on hand March 1, 1900. While no definite quantitative estimates of grain production in 1901 will be made public at present, the reports received by the Department make it manifest that the wheat crop of that year was one of the largest ever grown, that the corn crop was the smallest with one exception in twenty years, and that the oat crop was also much below the average. This conspicuous departure from the ordinary relative production of the three principal grains appears to have been followed by a use of wheat as feed for animals more ex-

tensive geographically, if not in actual volume, than has ever before occurred.

RESUME OF WAREHOUSE LAWS

An examination of the laws relating to common carriers, both state and interstate, discloses the general principles that "when their obligation of transportation of property ceased, as it did when it reached the elevator or warehouse to which it was consigned, the duties of the warehouseman began and his right of custody attached and became and continued distinct and exclusive, subject, however, to the state laws regulating the same," says Mr. Robert Christy, in submitting to the Industrial Commission of Congress a "digest of laws and court decisions relating to grain inspection, elevators and warehouses," prepared by him for and embodied in Vol. XI of the Commission's reports. The formulation of the general principle recalls to Mr. Christy the sentence from the decision of Judge Tuley of Chicago, of January 10, 1901, in which he says: "Public warehouses have come to be so important a factor in interstate commerce that it was only a question of time when the national legislature would assume their regulation." "I take the liberty of suggesting, however, that it would be impracticable to place this control under the existing Interstate Commerce Commission without radically changing the scheme of its construction, both base and superstructure," says Mr. Christy, who continues:

The Supreme Court of the United States seems to have contemplated the necessity of ultimate interference by the federal Congress in this matter of public warehouses for the storage of grain and other property. In *Munn vs. Illinois* (94 U. S., 113, October term, 1876), it was held: "Where warehouses are situated and their business is carried on exclusively within a state, the state may, as a matter of domestic concern, prescribe regulations for them, notwithstanding they are used as instruments by those engaged in interstate, as well as in state, commerce; and until Congress acts in reference to their interstate relations, such regulations can be enforced, even though they may indirectly operate upon commerce beyond her immediate jurisdiction."

It is a matter of judicial history that the Supreme Court of the United States has consistently adhered to the principle laid down in *Munn vs. Illinois*, when, alluding to the reserved power of the states in respect to the management of their domestic affairs, it was held that "under the powers inherent in every sovereignty a government may regulate the conduct of its citizens toward each other, and, when necessary for the public good, the manner in which each shall use his own property;" notably in *Budd vs. New York* (1892), 143 U. S., 517, and *Brass vs. North Dakota* (1894), 153 U. S., 391.

Both the lawmakers and the expounders of the law have uniformly, within their respective spheres, when dealing with the subject of public elevators and public warehouses, displayed an earnest desire to protect the producer and shipper of grain; yet nevertheless, at the very dawn of the twentieth century, a learned judge, in delivering an opinion in a cause originating in the "practically greatest railway center in the world," felt constrained to declare that "the protection that the law gives to the producers, shippers and receivers of grain is the protection the wolf gives to the lamb." These words were spoken by one familiar with the grain conditions of that city, not only from long residence, but from judicial investigations in which he had from time to time participated. They are therefore entitled to serious consideration.

In all of the states that have attempted to form a complete and perfect system for the regulation of public elevators and public warehouses there is a very considerable similarity in the leading features of the laws composing such system, which differ but little in the powers conferred upon the executive officers and in the duties imposed upon the warehousemen, but chiefly in the mode of selection of such officers and their designations.

It is to be presumed, too, that this similarity is at least partly due to the fact that the system adopted by the state of Illinois, the oldest of these states, and with a city most advantageously situated for the reception and reshipment of grain and commodities of all kinds produced in the Northwest, was selected as the common standard of imitation, departures from this common standard being due to the special conditions of environment existing in the various states.

The following is a summary of the decisions of the United States Supreme Court, passing upon state laws and giving construction to laws relating to public warehouses and elevators:

Elevator Charges May Be Regulated By State Legislation.—An act of the Legislature of New York (Laws of 1888, Chap. 581) provided that the maximum charge for elevating, receiving, weighing and discharging grain should not exceed five-eighths of 1 cent a bushel, and that in the process

of handling grain by means of floating and stationary elevators the lake vessels or propellers, the ocean vessels or steamships, and canal boats should only be required to pay the actual cost of trimming or shoveling to the leg of the elevator when unloading and trimming cargo when loading; Held, that the act was a legitimate exercise of the police power of the state over a business affected with a public interest and did not violate the Constitution of the United States, and was valid.

Munn vs. Illinois (94 U. S., 113) reviewed and adhered to and its application in cases decided in the state courts considered.

Chicago, Milwaukee & St. Paul Railway Company vs. Minnesota (134 U. S., 418) explained.

Although the act of New York did not apply to places having less than 130,000 population, it did not deprive persons owning elevators in places of 130,000 population or more of the equal protection of the laws. (February 29, 1892. *Budd vs. New York*, 143 U. S., 517.)

Public and Private Warehouses Distinguished Under the Laws of North Dakota.—*Brass*, the plaintiff in error, owned and operated a grain elevator in Grand Harbor, N. D. *Stoeser*, the defendant in error, owned a farm adjoining the village, on which in the year 1891 he raised about 4,000 bushels of wheat. On September 30, 1891, *Stoeser* applied to store a part of his wheat crop for the compensation fixed by Section 11 of Chapter 26 of the Laws of North Dakota for the year 1891, which *Brass* refused to do unless paid therefor at a rate in excess of that fixed by statute. On this refusal, *Stoeser* filed in the District Court of Ramsey County, N. D., a petition for an alternative writ of mandamus. The court granted the writ. *Brass* made return by answer, and to this *Stoeser* interposed a general demurrer, which was sustained, and *Brass* electing in open court to stand on his return, a peremptory writ of mandamus was allowed. From this judgment an appeal was taken to the Supreme Court of Dakota, which affirmed the order and judgment of the District Court. *Brass* sued out a writ of error to the Supreme Court of the United States. Held, the act of March 7, 1891, of North Dakota, "regulating grain warehouses and weighing and handling of grain," declaring elevators, etc., to be public warehouses and their owners to be public warehousemen and requiring them to give bond conditioned for the faithful performance of their duty as such, fixing rates of storage, and requiring them to keep insured for the benefit of the owners all grain stored with them, does not apply to elevators built by a person only for the purpose of storing his own grain, and not to receive and store the grain of others; and being so construed it does not deny the equal protection of the laws to the owner of an elevator made a public warehouse by it, does not deprive him of his property without due process of law, does not amount to a regulation of commerce between the states, and is not in conflict with the Constitution of the United States. *Munn vs. Illinois*, 94 U. S., 113, and *Budd vs. New York*, 143 U. S., 517, reviewed and adhered to. (May 14, 1894. *Brass vs. North Dakota*, ex rel. *Stoeser*, 153 U. S., 391.)

Identity of Stored Merchandise Preserved Under Certain Conditions.—Although warehouse receipts, when issued, may fail to state on their face the brands or distinguishing marks, yet if, before any valid liens attach to the property stored, the party storing the same specifically sets apart and allots the merchandise in the warehouse to such receipts, then in the hands of assignees for value, the uncertainty as to goods called for by the receipts will, as against the storer and those seeking to assert his rights, be removed, and the lien of the receipts enforced as to the property thus identified and set apart; and this, though the substitution and setting apart of the property may be done without the knowledge of the holders of the receipts. The rights of such holders rest upon estoppel and not upon contract. (June 23, 1892. *Hoffman vs. Schoyer*, 143 U. S., 598.)

J. F. Geslin, former agent of the Farmers' Elevator Company of James, S. D., was arrested at Faulkton charged with embezzlement of \$3,000 of the company's funds in 1900. He had been absent a year and a half and had come home to see his family.

It was a day when business was unusually dull on the Philadelphia Stock Exchange. As it was noontime comparatively few brokers were on the floor. Only three or four were offering stock. Quickly rising from a chair one of the brokers cried, in a voice that attracted the attention of everyone that heard it: "I will sell my seat for \$8." "I'll take it," immediately shouted another. Stock Exchange seats are worth about \$8,000. "I mean the seat of my trousers," replied the man who had made the offer. "I'll take it anyway," unhesitatingly cried the broker who had accepted it. Several seized and held the rash offerer, while another carefully cut out the seat of his trousers with a penknife. It was handed to the buyer, who solemnly paid the \$8.—*Philadelphia Times*.

SEEDS

C. L. Otrich & Son have engaged in the seed business at Anna, Ill.

The outlook for seed business in Canada for the coming season is said to be very promising.

W. A. Denison of Ellisburg, N. Y., will erect a seed house at Adams Center, N. Y., this spring.

A meeting of the creditors of James B. Hay, seed merchant and florist of Brantford, Ont., was held February 8.

The elevator of H. W. Van Dyke & Co. at Winfield, Iowa, was recently robbed of between 75 and 100 bushels of timothy seed.

Seed dealers in the South are reporting a big business. Excellent seeding weather is the rule over a greater portion of the territory.

Ohio seed merchants are quoted as saying that all kinds of seeds will be higher this year than last, with the possible exception of clover seed.

A Mr. White of Birmingham, Ala., who is traveling through Iowa in search of seed corn, states that he has never known a time when good seed was so scarce.

A. G. Samuels, who has been chief clerk in the purchasing department of the Grand Island Railroad at St. Joseph, Mo., has engaged in the seed business in that city.

The next annual convention of the National Seed Growers' Association will be held in Minneapolis, Minn., about the first Tuesday in June. This will be the twentieth annual meeting.

The Northwest Seed & Trading Company, Ltd., has commenced business at Winnipeg, Man. Hunter Cooper is president of the new concern, and R. M. Chester, an experienced seed man, is manager.

E. E. Evans of West Branch, Mich., who has been agent for the Harry N. Hammond Seed Company of Bay City, Mich., for the past three years, has engaged in the seed business on his own account.

The Harry N. Hammond Seed Company's office at Bay City, Mich., is about 200 feet from the post office, and the company has a unique arrangement whereby its mail is transferred to the postoffice by an overhead cable. The company sends out about 2,300 pounds of mail daily.

The United States Department of Agriculture has placed an order with a Richmond, Va., seed firm for 1,000 bushels of seed corn to be delivered in Arkansas through the medium of the postoffice. This seed corn is for farmers in portions of Arkansas where the corn crop was a failure last year. The corn is being shipped in one-bushel bags.

The Iroquois County Seed Growers' Association has been organized by farmers near Watseka, Ill. The officers elected were: President, B. C. Alberti of Crescent; vice-president, Warren Rothgeb, Milford; second vice-president, W. W. Gray Jr., Channah; third vice-president, H. C. Center, Watseka; secretary, J. O. Reeder, Watseka; treasurer, Frank Fanyo of Middleport.

Receipts of clover seed at Toledo, Ohio, this season were 102,090 bags, as compared with 58,184 bags last season, 116,596 bags two seasons ago and 62,444 bags three seasons ago. Shipments for the present season were 69,669 bags, against 71,714 bags last season, 109,713 bags two seasons ago and 52,434 bags three seasons ago. The receipts and shipments for four seasons ago were 158,627 bags and 83,889 bags respectively.

G. H. Clark, B. T. A., chief of the Seed Division, Department of Agriculture of Canada, in a recent article deprecates the fact that the seed business of the Dominion is passing out of the hands of reliable seed men into the hands of irresponsible local dealers. Mr. Clark points to the root crops as examples of the deterioration of seeds and suggests the need of legislation to compel seed packers to mark the packages showing the percentage of pure and vital seeds.

Despite the fact that few markets keep statistics on clover seed, the following estimates are believed to be authoritative. St. Louis would make a bullish and Canada a bearish showing this season. Toledo has had larger receipts, while Chicago and Baltimore have had smaller. Baltimore exports have not been large, most of the Canadian seed going via New York. Detroit receipts have been larger this season, considerable coming from the backwoods of Michigan. Milwaukee will probably show about the same as last year. Toledo receipts for the season of 1901-2 are 105,000 bags, compared with 60,000 bags in 1900-1. These are offset by shipments of 80,000 bags in 1901-2 and 79,000 bags in 1900-1. Chicago receipts were 37,000 bags in 1901-2 and 57,000 bags in 1900-1. Shipments were 24,000 bags in 1901-2 and 39,000 in 1900-1.

Baltimore received 38,000 bags in 1901-2 and 46,000 bags in 1900-1 and shipped 500 bags in 1901-2 and 19,900 bags in 1900-1.

Items from Abroad

Australian wheat is credited by some English millers as particularly desirable on account of its fine flavor.

The world-wide car famine struck New South Wales—just as the wheat began to move to market, of course.

The annual meeting of the Manchester Corn Exchange was held in February. The report showed a net profit to be divided among shareholders of upward of \$26,000.

Glasgow's imports from Canada direct in 1901 included 1,800,000 bushels of corn, 1,300,000 bushels of wheat, 676,000 bushels of oats, 662,000 bushels of barley, 404,000 bushels of rye, and 264,000 sacks of flour.

The corn crop picked in Mexico in December is estimated to be more than ample for the needs of the country, and prices have fallen. The chief producing districts are the states of Jalisco, Michoacan, Guanajuato and Mexico.

The farmers' clubs in England are beginning, "in view of the necessity for increased taxation," to resolve in favor of an import tax of 2s. per quarter (6 cents per bushel) on all cereals, and 2s. 6d. (60 cents) per 280-pound sack of flour.

In a recent adjudication by the English Railway and Canal Commissioners, sitting as a high court, a petition by a miller at Goole, who proved preferential rates in favor of a competitive point on the North-Eastern Railway, was given a judgment for damages.

Hull, which is one of the largest milling towns of England, last year received 22,866,904 bushels of wheat, an increase of 1,460,536 bushels over 1900. The business of 1901 was less than that for 1895 and for 1896. Hull is the second largest grain port of England.

English millers are still agitating the "dirt clause" in contracts for Russian wheat; but although this has been discussed for several years, and urged upon the corn exchanges of the kingdom, the grain importers refuse to take any steps to help the millers put an end to the dirt abuse.

The annual dinner of the Bristol Channel and West of England Corn Trade Association was held at Bristol on February 7. During the evening's speaking it appeared that at a cost of about \$500 the exchange transacted and regulated a business of over \$7,500,000. The Association has eighty-three members.

The latest estimates of the Australian wheat crop are 47,450,000 bushels, against 51,670,000 bushels in 1901. This gives an average yield of 30 bushels per acre in New Zealand, 12.8 bushels in New South Wales, 10 bushels in Victoria, and 5½ bushels in South Australia. New South Wales and Victoria produced 33,700,000 bushels of the total stated above.

The German agrarians, on February 26, won the first "round" of the tariff battle, the tariff committee of the Reichstag having adopted the compromise grain tariff, which raises the minimum and maximum rates on wheat to six and seven and a half marks per thousand kilograms (\$1.428 and \$1.785 per 2,204.6 pounds, or about 39 to 48 cents per bushel), respectively, and on oats and barley to five and a half and seven marks per thousand kilograms, respectively (or say 19.2 to 24.2 cents per bushel). On February 28 the duty on corn and millet was put at \$1.19 per 2,204.6 pounds.

The trial of the officers of the Grain Drying Company of Cassel, Germany, was a great sensation, disclosing, as it did, one of the most consummate swindling schemes on record. Managing Director Schmidt, while distributing 50 per cent dividends from fictitious profits, practiced wholesale operations in financial bills, hoodwinked the Leipziger Bank and his own overseers and made immense advances. The evidence showed that the company never earned an honest dividend, and that it was a humbug throughout, even when its shares were manipulated up to 900. The concern was founded in 1889, with a capital of \$83,300, for utilizing the waste products of breweries. Later it purchased a patent wood distilling method which proved worthless. Nevertheless, Herr Schmidt captured the confidence of the public and was able to raise the company's capital to \$4,760,000. In a dozen years he established branch wood distilleries in all the leading continental countries, not one of which paid expenses.

A Minneapolis Chamber of Commerce seat was sold at \$3,000 since March 1. Two years ago memberships were worth only \$500 each.

FLAXSEED

Application for incorporation has been made by the International Linseed Company of Montreal. The capital stock is \$500,000, and the incorporators are F. E. Lyster of Chicago and Peers Davidson and T. J. English of Montreal.

An authority on matters agricultural states that the high price of flaxseed during the past season, and which promises to rule for the remainder of the crop year, will result in a further increase in the flax acreage in the Northwest. In North Dakota the acreage will be particularly heavy.

J. D. Daniels, will, it is said, build a new linseed oil mill at Cleveland, Ohio. Mr. Daniels was formerly of the firm of Leonard & Daniels and later with the American Linseed Company at Buffalo. Twelve presses will be installed at once, the number will ultimately be increased to 30.

Flax handlers and linseed oil men of Minneapolis, Minn., are said to have taken up the question of bringing Manitoba flaxseed to Minneapolis in bond. The desirability of such a procedure is questioned, but the fact remains that a local elevator has been asked for facts regarding storage capacity for flaxseed shipped in bond.

Receipts of Manitoba flax at country points have ceased and the 1901 crop is generally regarded as being cleaned up. The price throughout the season ruled at \$1.15 per bushel to the farmer and the bulk of the crop was taken by the Canadian oil mills. The government estimate of the Manitoba flax sown in 1901 was 20,978 acres, from which 266,420 bushels were taken. It is expected that the flax acreage this year will be larger than last.

Flaxseed receipts in the Northwest are very light at present and probably will continue to be for the remainder of the crop year. About 20,000,000 bushels of the last crop have already been marketed, and it is estimated that not more than 3,000,000 to 3,500,000 bushels remain in farmers' hands. Of this amount, about one-half will be required for seed, and the remainder will be marketed. The demand for oil promises to be unprecedentedly heavy this season. Building operations already projected in all sections of the country are on an exceptionally large scale and paint manufacturers are preparing for an unusually active season by purchasing enormous quantities of oil. Minneapolis dealers look forward to \$2 flaxseed and believe the figure will be reached within a short time.

PUTS AND CALLS ILLEGAL.

The United States Supreme Court has sustained the Illinois Supreme Court in its decision that option trading in Illinois is illegal. On March 3, 1900, A. V. Booth was arrested on a warrant charging trading in privileges in violation of state law; he was bound over to the grand jury; was indicted and found guilty, which verdict was sustained by each and every court in the chain to the United States Supreme Court. In handing down the decision of the court on March 3, Justice Harlan said:

"We cannot say from any facts judicially known to the court that the prohibition of options to sell grain at a future time has in itself no possible relation to the suppression of gambling in grain contracts in respect of which the parties contemplate only a settlement on the basis of differences in prices.

"Perhaps the legislature thought that dealings in options to sell or buy at a future time, although not always or necessarily gambling, may have the effect to keep out of the market while the options last the property which is the subject of the options and thus assist purchasers to establish for a time what are known as corners, whereby the ordinary and regular sales or exchanges of such property based upon existing prices may be interfered with, and persons who have in fact no grain and do not care to handle any are enabled to practically control prices. Or the legislature may have thought that options to sell or buy at a future time were, in their essence, mere speculations in prices and tended to foster a spirit of gambling.

"In all this the legislature may have been mistaken. If so, the mistake was not such as to justify the conclusion that the statute was a mere cover to destroy a particular kind of business not inherently harmful or immoral. It must be assumed that the legislature was of the opinion that an effectual mode to suppress gambling grain contracts was to declare illegal all options to sell or to buy at a future time. The court is unable to say that the means employed were not appropriate to the end sought to be attained and which it was competent for the state to accomplish.

"We are unwilling to declare these views of the state court to be wholly without foundation, and therefore cannot adjudge that the legislature of Illinois transcended the limits of constitutional au-

thority when enacting the statute in question. In reaching the conclusion we have recognized the principle long established and vital in our constitutional system that the courts may not strike down an act of legislation as unconstitutional unless it be plainly and palpably so.

"The statute here involved may be wise. But an unwise enactment is not necessarily for that reason invalid. It may be, as suggested by counsel, that the steady, vigorous enforcement of this statute will materially interfere with the handling or moving of a vast amount of grain in the West, which is disposed of by contract or arrangements made in the Board of Trade in Chicago. But these are suggestions for the consideration of the Illinois legislature. The courts have nothing to do with the mere policy of legislation."

PERSONAL

W. A. Torbert has taken charge of the elevator at Fullerton, Neb.

A. M. Lowe, a grain buyer of Lewiston, Neb., has retired from business.

J. De Vries is now grain agent for the Western Grain Company at Matlock, Iowa.

Frank Finnegan has accepted a position with a grain company at Mason City, Iowa.

John Campbell of West Milton, Ohio, has taken charge of the elevator at Kessler, Ohio.

Samuel T. Graff has succeeded D. F. Johnson as secretary of the Peavey Grain Company.

Fred Ripke of Fulton, S. D., has taken charge of the Peavey Elevator at Salem, S. D.

George Winslow has accepted a position as grain buyer for an elevator at Devils Lake, N. D.

S. H. Cook has withdrawn from the wholesale grain firm of E. R. Boynton & Co., Kansas City, Mo.

H. O. Reed has resigned his position with the Trans-Mississippi Grain Company at Sergeant Bluff, Iowa.

R. Hutchinson is now manager of the elevator at Neola, Iowa, formerly conducted by John Laferty.

W. L. Beaton of Fisher, Minn., has been appointed agent of the Peavey Elevator at Willmar, Minn.

George F. Diehl is now connected with the Weare Commission Company of Chicago, in the cash grain department.

James D. White, who is engaged in the grain business at Stillman Valley, Ill., is a candidate for county clerk.

M. Babbitt will engage in the grain and lumber business at St. Augustine, Ill., with his brother, Guy Babbitt.

Seth D. McCurdy, recently of Des Moines, is now agent for the Iowa Elevator Company at Burchinal, Iowa.

John McGinnis retires as assistant at the Central Elevator in Tolono, Ill., after about twenty-four years' service.

Ole Mumford, for some years with W. P. Mumford, Chicago, has taken charge of the eastern business of Wright-Taylor.

T. M. Griffith, until recently agent for the Kansas City Elevator Company at Burchinal, Iowa, has engaged in farming.

James Shellhorn is said to have been appointed manager of the Northern Grain Company's elevator at Clutier, Iowa.

James D. Keeley of South Bend, Ind., has succeeded his father, the late D. J. Keeley, as manager of the elevator at Nora, Ill.

H. H. Meester, who has been a grain buyer at Matlock, Iowa, has discontinued and moved to his farm south of that town.

Herbert O. Pratt, a dealer in grain, etc., at Saugus, Mass., is a candidate for re-election to the board of selectmen of that place.

Willis Hatton, who has charge of Nye & Schneider's new elevator at Spencer, Neb., recently visited his home at Fremont, Neb.

J. E. Simons, for many years a grain and stock buyer at Posey, Ill., has moved to Poplar Bluffs, Mo., where he will engage in business.

J. B. Fosdick, who recently sold a third interest in the flour mill at Chelan Falls, Wash., will buy wheat for the Seattle Grain Company. His headquarters will be at Chelan Falls.

Patrick A. Valentine and Mrs. Armour, widow of Philip D. Armour Jr., were married March 6 at the Hotel Netherlands, New York City. Mr. and Mrs. Valentine sailed for Europe March 8 and will

visit Paris and Nice. On their return they will make Chicago their home as heretofore.

Jake Clausen has resigned as treasurer of the Duncombe Elevator Company of Duncombe, Iowa, and has been succeeded by J. A. Daniels.

Ferdinand Ruge has severed his connection with H. P. Jensen's grain office at Dysart, Iowa. Will Linder is filling the position temporarily.

Frank Graff is in charge of the grain business of Z. W. Graff at Middletown, Ill., during the latter's absence on a trip to Albuquerque, N. M.

V. E. Nelson, who has been connected with the Peavey Company's business at Lyons, Neb., has been succeeded by H. O. Peterson of Rock Rapids, Iowa.

Giles W. Brown, manager of the Great Western Cereal Company at Minneapolis, Minn., was recently married to Miss Mabel George of New Ulm, Minn.

E. B. Mahood, a former grain and flour dealer of Pittsburg, Pa., has gone to California on a prospecting tour, and may locate there permanently.

Wm. Roesler has been elected manager and wheat buyer for the Farmers' Elevator and Mercantile Association of Waseca, Minn., to succeed Mr. Keenehan.

Hugh Baird, until recently a grain broker and member of the Corn Exchange at Montreal, has moved to Winnipeg, where he will continue the same business.

Arthur Sawers, for several years with the Calumet Grain & Elevator Company of Chicago, has retired from business and will go to California, where he will remain for a long time.

John W. Arrasmith, the new state grain inspector of Washington, has appointed S. S. King a deputy. Mr. King, who is a resident of Tekoa, Wash., was a candidate for the office of inspector.

William W. Watkins, a Chicago grain merchant, was quietly married to Miss Tressie Foley at St. Joseph, Mich., on January 30. The announcement of the wedding has just been made public.

Henry Herman, former agent at Nickerson, Neb., for the Nye & Schneider Company, and now on the road for that concern, has given up his residence at Nickerson and moved to Fremont, Neb.

George Sauer, who was for many years wheat buyer at Rice, Minn., for the Powers Elevator Company of Minneapolis, has gone with the Jennison Company as wheat buyer at Royalton, Minn.

Robert F. Brooks, lately a grain buyer at Magnolia, Minn., has been committed to the insane asylum at St. Peter, Minn., to receive treatment. He was formerly confined in an asylum in South Dakota.

Charles Bornholdt, who has been in charge of the Des Moines Elevator Company's business at Shelby, Iowa, has been transferred to Avoca, Iowa, where he will look after the same company's affairs.

Merritt Brothers, the Varna (Ill.) grain buyers, have just purchased a 500-acre farm near that place. Besides their Varna interests, Messrs. Merritt own elevators at Blackstone, Dwight, Nevada and Buckley, Ill.

The will of the late James H. Dole of Chicago was filed for probate February 19. The instrument disposes of an estate valued at \$350,000. The estate was left in trust for Mr. Dole's widow and other heirs.

Ernest F. Smith, formerly a director of the Chicago Elevator Company, and for twenty years a well-known person on 'Change, has been brought to Chicago from Hot Springs, Ark., and his mental condition is said to be affected.

Wilson Fitzgerald, a retired grain merchant, celebrated his eighty-third anniversary, at his farm near Woodbury, Pa., February 26. Mr. Fitzgerald is one of the oldest living members of the Philadelphia Commercial Exchange.

Burgess Jones, a well-known grain, coal and stock dealer of Kinbrae, Minn., is missing, and Chicago police authorities have been asked to search for him. Mr. Jones came to Chicago early in January, and for a time stopped at the Morrison Hotel. He was last seen on January 29.

Information comes to us that B. F. Walter, formerly traveling representative of the Illinois Grain Dealers' Association, now ill with consumption at Citronelle, Ala., grows worse instead of better. Mr. Walter's friends hoped that a sojourn in the South during the winter would start him toward recovery.

William J. Calhoun, of the Chicago law firm of Pam, Calhoun & Glennon, has been elected first vice-president and director of the Corn Products Company, and is said to be slated for chairman of the executive committee of the company. Mr. Calhoun,

according to reports, has been given a bonus of \$100,000, and promised an annual salary of \$50,000.

C. H. Bacon, well known in the grain trade at Memphis and Louisville, has associated himself with the Isaacs & Sherry Grain Company of St. Louis and will make his home in the latter city.

HOW TO MARKET GRAIN.

F. N. Rood of La Rose, Ill., who some time ago issued a pretty little pamphlet to his trade on the reason why it was not desirable for either the farmer or the elevator man to store grain in the country elevator on the usual basis of free storage, now adds another word of advice on "How to Market Grain." He says:

"The storage question, however, is only one of the many problems that the farmer and grain dealer have to meet. The question of 'How and When to Market Grain' in order to get the best price is the most important one of all. I do not pretend to tell you how to always sell at the highest price. Could I do that, I should soon take my place in the ranks of the Goulds and Vanderbilts. That is a secret that no one possesses. I do, however, claim to be able to tell you how you can't do it; and that is by speculation. The only way to be absolutely successful is to have a system, and adhere to it strictly.

"By system I mean some set rules and principles to follow each and every year. For instance: If you sell your grain every year at the same time for ten years in succession you will, more than likely, have hit the highest average price for the entire period. You may during that time hit the lowest and highest prices, but the average at the end of ten years will be decidedly in your favor and very much better than you could have done by holding for the highest price each year. That we don't know the highest price when we see it is the reason we almost always miss it when it does come.

"I believe it would be better to sell your crop in as many lots as possible, but, as nearly as practical, have regular times for doing it. With corn it would not be practical for the average farmer to make over two sales a year, say in December and June, or January and July, or February and August, and so on. But, with oats it is different; he can haul them to market oftener. I would sell oats four times a year, say in August, November, February and May, or in September, December, March and June; but at all times adhere to the practice of selling at regular intervals. This is the most important of all, as it is the only way to strike your average right.

"Another thing I wish to call your attention to is, the very bad practice of selling grain ahead. I mean, selling before you are ready to deliver. Don't sell until you can deliver; then deliver right away after you sell.

"I think by following the above few suggestions the farmer and grain dealer will alike be benefited. We have common interests, and what is good for the one is good for the other, or in other words, 'What is sauce for the goose is sauce for the gander.'"

BOARD OF TRADE MEN'S SUPERSTITIONS.

"Columns have been written about Board of Trade men and their superstitions," said an observant Chicago commission merchant, "but in most of the columns there isn't a word of truth. The stories are usually about chaps who wait at a station or on a street corner for half an hour in order to ride downtown on a car with a '7' on it; or they have to do with the 'thirteen' fetish or the broken mirror hoodoo. Nothing to any of them. The hustlers down here have original superstitions or none at all.

"I know one man who eats mince pie with his fork in his left hand, just because he did it once when his right was disabled and had good luck afterward. I know another who invariably sharpens a lead pencil at the wrong end and another who always stands on one foot when he goes to the cigar case.

"But on a South Side Elevated train last night I heard the bride of a well-known young trader tell her Woodlawn neighbor that her husband was refusing to absent himself from a certain pair of silken half hose for longer than twenty-four hours at a stretch, inasmuch as the days upon which he wore them were always prosperous; and she was complaining that it required resourcefulness to keep them in repair. This trader and his socks make the most unique superstition combination on 'Change.'—Post.

Minnesota is the first state to arrive at St. Louis with an exhibit of grains and grasses for the Exposition of 1903. It is in charge of J. I. Bernard of Pipestone.

The EXCHANGES

Milwaukee Chamber of Commerce memberships have recently sold as high as \$975.

Kansas City Board of Trade memberships have advanced \$400 within a few weeks.

The Winnipeg Grain Exchange contemplates advancing the price of its memberships to \$200.

Kansas City quotations have been substituted for those of Milwaukee on the Chicago quotation board.

Memberships in the St. Louis Merchants' Exchange have been sold for \$410 recently with some holders asking \$500.

During the past month Chicago Board of Trade memberships have ranged from \$4,350 net to the buyer down to \$4,000.

A membership in the Minneapolis Chamber of Commerce sold recently for \$3,000. It is expected that future sales will be above rather than below this figure.

The Flour and Grain Section of the Toronto Board of Trade has appointed a committee to secure subscriptions for placing a private wire in the building for receiving stock and grain reports.

A. I. Valentine, of the Armour Grain Co., Alexander Geddes, C. B. Pierce, P. L. Howe and W. H. Laidley are among the recent Chicago buyers of Duluth Board of Trade memberships.

A lively time is anticipated this year at the Milwaukee Chamber of Commerce election. The contest will be made on candidates for first and second vice-presidents and for directors. There will probably be three tickets in the field.

Secretary Paul Jarvis is distributing the annual report of the Board of Trade of Toronto, Canada, for the year 1901. The board includes practically all branches of industry, trade and commerce and the report is very complete, covering in all more than 100 pages.

The Chicago Board of Trade directory has decided that special partners in Board of Trade firms must hold memberships. Also that no member can be deemed the representative of two corporations or firms, for the purpose of giving either firm or corporation members' rates.

The Chicago Board of Trade directors have disapproved of the proposition to make all Board of Trade transactions pay either a commission or a brokerage, and to prohibit the employment of pit traders on a salary. The reasons for disapproving the proposed change were posted on the exchange.

The annual statement of the trade and commerce of St. Louis, for the year 1901, as reported to the Merchants' Exchange by Geo. H. Morgan, secretary, is being distributed. Notwithstanding the condensed form in which it is printed, the volume contains nearly 300 pages. The membership of the Exchange on January 14, 1902, was 1,832.

The Produce Exchange, Toledo, Ohio, has adopted resolutions protesting against the increase of insurance rates on seed warehouses in that city, and has appointed a committee of three to make representations on the subject to the local board. The members complain that the increase places them at a disadvantage in competition with dealers in Chicago and other cities.

The board of managers of the New York Produce Exchange recently dismissed the charges against R. H. Turle and suspended Fred G. Kline during the pleasure of the board. These men are members of the grain commission firm of R. H. Turle & Co. Charges were preferred with the Exchange by the Cargill Commission Company of Minneapolis and Duluth, and arose from a deal involving about 30,000 bushels of barley. "Proceedings inconsistent with just and equitable provisions of trade" were charged.

The directors of the Milwaukee Chamber of Commerce have changed the minimum weight of a car of feed or grain screenings from 40,000 to 35,000 pounds. Hereafter, if the recommendations of the directors are adopted, all new members will be elected by the directors and all amendments will be voted upon by ballot instead of in a meeting of members. Names proposed for membership may be defeated by the adverse vote of two directors or by the written protests of seven members, filed with the secretary.

By a vote of 710 to 101 the St. Louis Merchants' Exchange has adopted some new rules regarding rates. A rate of $\frac{1}{4}$ a bushel is fixed for the purchase or sale, or exchange and sale, of all kinds of grain, regardless of whether it is bought and sold for future delivery or whether the contract for sale or purchase be made first. The rate for grain delivered on contracts for future delivery, not otherwise provided for, to be shipped and carried, or

carried longer than the next business day, is to be $\frac{1}{4}$ a bushel. Members will be charged one-half of the minimum. Members who buy and sell personally will be charged 20c per 1,000 bushels for clearing through other members.

The committee on rules, to which was referred the petition to make No. 3 white oats regular on delivery, has reported to the directors of the Chicago Board of Trade, recommending that a new "standard grade" of oats, seven-eighths white and weighing not less than 28 pounds, be created, which shall be deliverable on contracts. Of course No. 1 white and No. 2 white shall also be deliverable. This recommendation, if adopted, will gratify the shippers here and the oats handlers at the seaboard. The complaint from the cash interests for several years has been that the rules at Chicago on contract oats made it impossible to safely and comfortably do a legitimate business where hedging was required.

BARLEY AND MALT

John F. Dornfeld of Milwaukee, Wis., has been granted a patent on a malt kiln.

It is stated that a malthouse will be erected at St. Cloud, Wis., during the coming summer.

William H. Prinz of Chicago has been granted a patent on a method of testing barley and malt.

There has been a larger acreage of barley planted in some sections of California this season than ever before.

Contracts have been let for the new buildings of the Bellingham Bay Brewing Company at Whatcom, Wash.

The Puget Sound Malting Company has been incorporated at Tacoma, Wash., with a capital of \$50,000. The incorporators are L. G. Desor and F. Dreyer.

The Seattle Brewing & Malting Company of Seattle, Wash., has purchased forty cars from the Columbia & Puget Sound Railway Company and has rebuilt them for its own use.

The ship W. H. Smith cleared from the port of San Francisco February 13, for Melbourne, with 44,804 centals barley. This is the first large shipment of barley to Australia for a long time.

The tariff committee of the German reichstag on March 4 raised the duty on barley malt from 6 marks 25 pfennigs to 10 marks 25 pfennigs. On other kinds of malt the duty was raised from 9 marks to 11 marks.

The P. H. Rice Malting Company of Chicago has conveyed vacant property adjoining the Western avenue freight yard of the Chicago & Northwestern railroad to the Empire Distilling Company for a consideration of \$50,000.

The Hull Brewing & Malting Company of Hull, Que., has made application for a charter. The capital stock is \$10,000, and the company will manufacture malt, beer, ale, etc. The applicants include F. S. Mattman, Ottawa; and F. A. Labelle and H. E. Lafamme, both of Hull.

Eugene C. Schrottky of Dresden, Germany, has been granted a United States patent on a method of malting rice. The method consists in subjecting unshelled rice alternately and repeatedly to steeping in water and exposure to air at a temperature of from about 35 to 38 degrees centigrade. The method is not much different from floor malting of barley.

The exports of barley from the port of San Francisco for the month of January aggregated 169,751 centals, valued at \$157,515, as against 180,884 centals, valued at \$167,235 for January, 1901. From July 1, 1901, to February 1, 1902, the total exports were 3,630,574 centals, valued at \$3,313,938, as against 1,642,642 centals, valued at \$1,565,260 for the corresponding period of 1900-1.

Fish Brothers of Tacoma, Wash., who are well known as Alaskan mail contractors, will experiment in barley and wheat growing in Alaska next season. One of the gentlemen in speaking of the project, said: "From many experiments with agriculture in Alaska it has been shown that grain can be easily cultured. We have decided to give the plan a practical trial, and, if it proves successful, will undoubtedly enter the industry on a large scale."

The monthly statement of the Cincinnati Chamber of Commerce shows that the receipts of barley for February, 1902, amounted to 106,137 bushels, and the shipments to 1,037 bushels, as compared with receipts of 119,399 bushels and shipments of 3,473 bushels in February, 1901. The movement in malt was as follows: Receipts for February, 1902, 64,844 bushels, as against 69,605 bushels in Febru-

ary, 1901; shipments for February, 1902, 61,003 bushels, as against 48,747 bushels in February, 1901.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

Imports—	Bushels.	Value.
January, 1901	21	\$ 33
January, 1902	5	3
Seven mos. end. Jan., 1901....	165,741	\$1,752
Seven mos. end. Jan., 1901....	52,212	30,170

Exports—	Bushels.	Value.
January, 1901	640,639	294,204
January, 1902	361,151	170,216
Seven mos. end. Jan., 1901....	5,217,891	2,392,281
Seven mos. end. Jan., 1902....	7,311,216	3,258,099

BARLEY MALT.

Imports—	Bushels.	Value.
January, 1901	400	\$ 325
January, 1902	45	64
Seven mos. end. Jan., 1901....	2,539	2,551
Seven mos. end. Jan., 1902....	897	783

Exports—	Bushels.	Value.
January, 1901	25,189	17,593
January, 1902	36,245	23,835
Seven mos. end. Jan., 1901....	183,323	131,281
Seven mos. end. Jan., 1902....	205,024	137,318

Late Patents

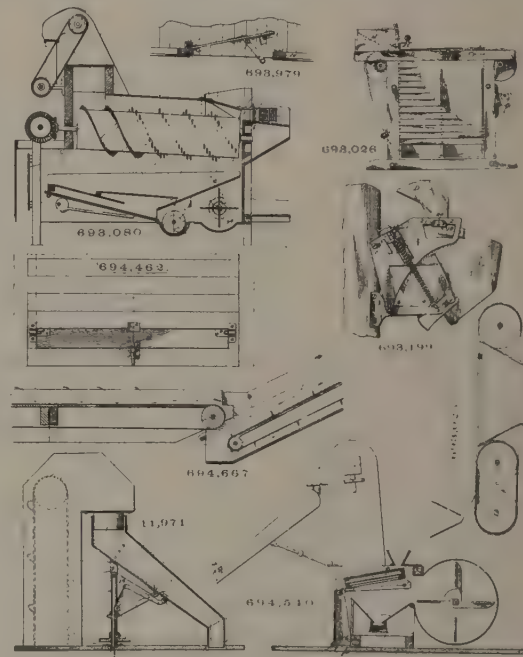
Issued on February 11, 1902.

Fireproof Grain Bin.—Finley R. McQueen, Superior, Wis. Filed July 25, 1901. No. 692,891.

Separator.—Robert W. Jessup, San Francisco, Cal., assignor to Spiral Belt Separator Co., same place. Filed November 18, 1899. No. 693,025. See cut.

Separator.—Robert W. Jessup, San Francisco, Cal., assignor to Spiral Belt Separator Co., same place. Filed April 24, 1901. No. 693,026. See cut.

Corn Sheller.—Samuel Stroup, Lincoln, Neb. Filed May 9, 1901. No. 693,080. See cut.



Grain Weigher.—Daniel Wilde, Washington, Ia. Filed November 12, 1900. No. 693,199. See cut.

Issued on February 18, 1902.

Distributing Spout for Grain Elevators.—James J. Gerber, Minneapolis, Minn. Filed May 20, 1901. Original patent No. 649,724, dated May 15, 1900. Re-issue No. 11,971. See cut.

Issued on February 25, 1902.

Grain Car Door.—John Montgomery, Simcoe, Canada. Filed August 19, 1901. No. 693,979. See cut.

Issued on March 4, 1902.

Door for Grain Cars and Locking Device Therefor.—Seth A. Crone, New York City. Filed November 9, 1901. No. 694,462. See cut.

Feed Drag for Corn Shellers.—Willard C. Rowe, Decatur, Ill. Filed July 27, 1901. No. 694,667. See cut.

Grain Cleaner.—Adolphus D. Francoeur and Geo. L. Francoeur, Concordia, Kan. Filed March 11, 1901. No. 694,540. See cut.

The agent at Dundee, Minn., of a line elevator company is at large with about \$4,000 of forged paper hunting him.

A GOOD EAR OF DENT CORN.

A good ear of dent corn, such as would be selected for seed, said James Atkinson, of the Iowa Experiment Station, in an address to the Iowa Seed Corn Breeders' Association, varies to some extent with variety and locality, although a few general principles may be applied in all cases.

One of the points of first importance is the absence of all flinty appearance. The color of both grain and cob should be uniform, this character giving some indication that the progeny will in all likelihood partake of the nature of the parent, not only in color, but in other and more essential characteristics. So far as possible, ears well covered at tip and butt should be chosen for seed. Even if these parts in turn are discarded at planting time, their very presence indicates strong sexual powers in these regions.

Bare tips may be due to either of two causes. Mr. Speer thinks they may be due to the kernels on the body of the ear taking nourishment that should be distributed throughout the entire length. If this explanation is accepted, the rejection of all such ears becomes a very important matter. On the other hand it may be due to imperfect pollenization, due to the fact that the silk threads from the tip ovules are surrounded in such a way by the outer silk as to exclude the fertilizing pollen. Even if this be the explanation, the rejection of bare tipped ears is scarcely less important.

The rows of kernels should be straight and well packed together, thus affording the least amount of waste space. The kernels should also be deep, thus giving a high percentage of corn in the ear. This should be between 80 and 90 per cent when dry.

I should like to call attention to a possible source of error in this direction. It is my opinion, based upon the observation of a great many varieties, that corn may be bred too fine by the constant selection of seed from exceedingly small cobs. There is a certain correlation of all the parts of the corn plant, and beyond certain limits, this must not be disturbed. I think it is just a question whether we should aim to produce 90 per cent under Iowa conditions. There seems to be just a little danger of rendering a variety a more easy prey to the smut fungus by making the selection too fine in this direction. I am not sure that this same condition does not sometimes favor the production of barren stalks.

The Tribune of Grand Haven, Mich., claims that the first shipment of grain ever made from Lake Michigan was made in 1836, from Grand Haven. In that year 3,000 bushels of wheat that had been brought there from up the river were shipped on the brig John Kinzie to Buffalo. It was two years later before the first cargo of grain was shipped from Chicago.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE.

One 12x16 inch, 100-horsepower Buckeye Automatic Engine. Fine condition.

STEPHENS & TYLER, Monadnock block, Chicago.

GASOLINE ENGINES.

All makes of gasoline engines bought, sold, rented and exchanged. Address

M'DONALD, 36 W. Randolph St., Chicago.

FOR SALE.

An "Eureka" Double Shoe Compound Motion, Two-fan Separator. Very cheap. Address

W. H. MOORHEAD, 56 Traders Bldg., Chicago, Ill.

FOR SALE.

Two Indiana elevators, one on Vandalia, one on main line Pennsylvania Railroad. Address

PLYMOUTH NOVELTY MFG. CO., Plymouth, Ind.

FOR SALE.

Two hay barns at Wolcott, Ind., and one at Remington, Ind. Storage capacity 1,000 tons. Easy terms. Address

E. H. WOLCOTT, Wolcott, Ind.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

COLORADO WAREHOUSE.

For sale, warehouse and good established business; 5,000 bushels storage, gasoline engine, feed mill, loading track, coal sheds and potato storage. In Greeley potato belt.

H. P. HILL, Kersey, Colo.

FOR SALE.

A line of three elevators, a dwelling house, feed, hay and live stock business. Located in the Indiana Gas Belt. Profits last year amounted to almost our asking price. Good schools and nice town to live in. Address

INDIANA, Box 3, care "American Elevator and Grain Trade," Chicago, Ill.

A GOOD MEDIUM.

If you want to buy or sell a grain elevator or machinery try an advertisement in the "American Elevator and Grain Trade." The journal has had a 20 years' acquaintance with the grain dealers of the country and good results invariably follow the insertion of line advertisements.

SPLendid IOWA ELEVATOR.

For sale, to close an estate, a brand new elevator of 23,000 bushels' capacity, with fuel business, commission business, building material and drain tile business attached. Everything in the latest improved style. Net earnings for the year 1901, \$4,000. In city of about 5,000 inhabitants. Price, \$10,000; will take some improved farm property in exchange.

L. E. LATTA, Washington, Iowa.

PROFITABLE INDIANA WAREHOUSE.

For sale, the Johnson Warehouse, Logansport, Ind. Capacity, 35,000 bushels. Lot, 132½x165. Main building, 50x115. Otto Combined Gas and Gasoline Engine. Established business of 50 years' standing. Splendid retail trade. Also handle seeds and wool. Profit of \$5,000 a year to the right man. In heart of city. Vacant lot adjoining sold for \$100 a front foot. A splendid investment. Am losing my mind or would not sell for \$12,000. No trade.

W. E. HURD, 114 Fifth street, Logansport, Ind.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

SEEDS.

Early Ohio seed potatoes, raised in the Red River Valley in North Dakota, macaroni wheat, millet, Hungarian, etc.

FARGO SEED HOUSE, Fargo, N. D.

NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

"HOW TO SPECULATE."

Copyright applied for 1901. Full instructions mailed to any address on receipt of \$2. I will refund price of booklet on "How to Speculate" to anyone who will show me where our system will not win from \$1,500 to \$1,800 per year. Reference, Farmers' National Bank of Vinton.

E. F. CAZALET, Vinton, Iowa.

ADVERTISE WISELY.

A journal that has had twenty years' acquaintance with the grain trade of the country is the one that brings results. If you wish to reach grain dealers advertise in the "American Elevator and Grain Trade."

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

To POULTRY RAISERS.

The Complete Poultry Manual is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents. Sent postpaid on receipt of price. Address

MITCHELL BROS. CO.,

315 Dearborn Street, Chicago, Ill.

ROOFING AND SIDING.**The Garry Iron and Steel Roofing Co.,**

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE

SYKES STEEL ROOFING CO.,

611 So. Morgan Street, CHICAGO.

Eastern Works: NILES, OHIO.



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of
Corrugated Iron and Metal Roofing
for Grain Elevators,

And take contracts either for material alone or job completed. We have done a large amount of this work in the past three years, in fact, we are the largest manufacturers of this material in the Western States. Write us for prices. We can save you money.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

DANIEL P. BYRNE & CO.,

Successors to

Redmond Cleary Com. Co.

Established 1854.
Incorporated 1887.

GRAIN, HAY AND SEEDS.

Chamber of Commerce, St. Louis, Mo.

E. R. Ulrich & Sons,**SHIPPERS OF WESTERN GRAIN,**

Especially High Grade White and Yellow Corn.

Elevators along the lines of the following railroads in Central Illinois: Wabash; Chicago & Alton; I. C.; C. P. & St. L. and Pawnee.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered.

No Wheat For Sale

COMMISSION CARDS.

ESTABLISHED 1846.

C. A. KING & CO.

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS

OF TOLEDO, OHIO.

SPECIAL MARKET AND CROP REPORTS FREE.
BE FRIENDLY. WRITE OCCASIONALLY.**Thos. H. Botts & Co.**FLOUR, GRAIN AND GENERAL
COMMISSION MERCHANTS.....

214 Spears Wharf,

213 Patterson Street,

Baltimore, Md.

REFERENCES—First National Bank, C. Morton Stewart & Co
I. M. Parr & Son, BALTIMORE. Dunlop Mills, Warner, Moore
& Co., RICHMOND, VA.**C. A. FOSTER,**CARNEGIE, PA.
ESTABLISHED 1878.

Wholesale Grain, Hay and Mill Feed.

CONSIGNMENTS SOLICITED.

Reference: { Freehold Bank, Pittsburg, Pa.
First Nat'l Bank, Carnegie, Pa.

LONG DISTANCE PHONE: CARNEGIE, PA., No. 6.

LEMAN BARTLETT.

O. Z. BARTLETT

L. Bartlett & Son,GRAIN AND PRODUCE
COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg
Milwaukee, Wis.Careful attention given to orders from Brewers, Maltsters and
Millers.**L. F. Miller & Sons,**

RECEIVERS AND SHIPPERS OF

GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

Special attention given to the handling of Corn and Oats

References: { Manufacturers' National Bank, Philadelphia, Pa.
Union National Bank, Westminster, Md.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER.

ESTABLISHED 1879.

J. F. ZAHM & CO.,

GRAIN and SEEDS,

TOLEDO, OHIO.

MEMBERS: { Toledo Produce Exchange,
Chicago Board of Trade,
New York Produce Exchange.Handling consignments and filling orders for
futures OUR SPECIALTY.

SEND FOR OUR RED LETTER.

COMMISSION CARDS.

MEMBER
Detroit Board of Trade.ESTABLISHED
1880.**C. E. BURNS,**

Grain Buyer and Shipper,

Specialties

OATS, RYE AND BEANS.

Detroit, Mich.

SMITH-GAMBRILL CO.,

Chamber of Commerce, Baltimore, Md.,

GRAIN COMMISSION
RECEIVERS AND EXPORTERS.

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

**F. H. PEAVEY & CO.,**

Minneapolis,

GRAIN RECEIVERS.

Consignments Solicited.

Minn

MILLING WHEAT A SPECIALTY.

JOHN WADE & SONS,

Grain Dealers.

Members Merchants' Exchange. Warehouse capacity, 250 Cars

MEMPHIS, TENN.

DANIEL McCAFFREY'S SONS,

Leading Hay Dealers,

PITTSBURG, PA.

Consignments solicited. Reference: Duquesne National Bank

ESTABLISHED 1887.

WARREN & CO.,

...GRAIN...

COMMISSION MERCHANTS,

Rooms 7 and 9 Chamber of Commerce,

PEORIA, - ILL.

Burks Grain & Elevator Co.,

(Successors to C. A. BURKS & CO.),

RECEIVERS and SHIPPERS,

Merchants Exchange, Decatur, Ill.

Chamber of Commerce, Detroit, Mich.

MEMBERS:

Decatur Merchants Exchange.

Detroit Board of Trade.

Illinois Grain Dealers' Assn.

National Grain Dealers' Assn.

M. H. BENNETT, Prest.

S. P. BUCHANAN, Vice-Prest.

W. K. MITCHELL, Secy.

E. M. MARKWALD, Treas.

Offices:

New York,
St. Louis,
Minneapolis,
Kansas City,
Milwaukee.

Cable Address,

"Ca'grain."

G. B. DEWEY,

Representative.

Telegraph Address,

"Calumet."

Foreign Correspondents:

Liverpool,
London,
Paris,
Ber'ia,
Antwerp.

CAPITAL \$200,000.00.

The Calumet Grain & Elevator Company,

GENERAL GRAIN HANDLERS,

Receiving, Shipping, Exporting, Commission.

CAREFUL ATTENTION CONSIGNMENTS AND FUTURE ORDERS.
TRACK BIDS IF DESIRED.169 Jackson Boulevard,
CHICAGO.

COMMISSION CARDS.

CHARLES D. SNOW & CO.,

COMMISSION MERCHANTS,

MEMBERS
CHICAGO BOARD OF TRADE.228 and 230 Rialto Bldg.,
CHICAGO.Our Special Market Letters and Pocket Manual furnished free
on application.

WILLIAM J. POPE, Pres't.

W. N. ECKHARDT, Sec'y.

POPE & ECKHARDT CO.

COMMISSION MERCHANTS

Grain, Seeds and Provisions.

317-321 Western Union Building,

CHICAGO

FRED D. STEVERS & CO.COMMISSION
MERCHANTS

GRAIN, SEEDS AND PROVISIONS,

543 RIALTO BUILDING :: CHICAGO, ILL.

Special Attention Given to Consignments.

J. Rosenbaum Grain Co.

(INCORPORATED)

Rialto Building, Chicago.

GRAIN BUYERS AND DEALERS.

Excellent facilities for the prompt execution of
all orders for future delivery.

T. P. Baxter, President.

F. A. Roennigke, Secretary.

James Parrott, Vice-Pres't.

Trave Elmore, Treasurer.

PARROTT-BAXTER GRAIN CO.

COMMISSION,

GRAIN, HAY AND SEEDS.

105 Chamber of Commerce.

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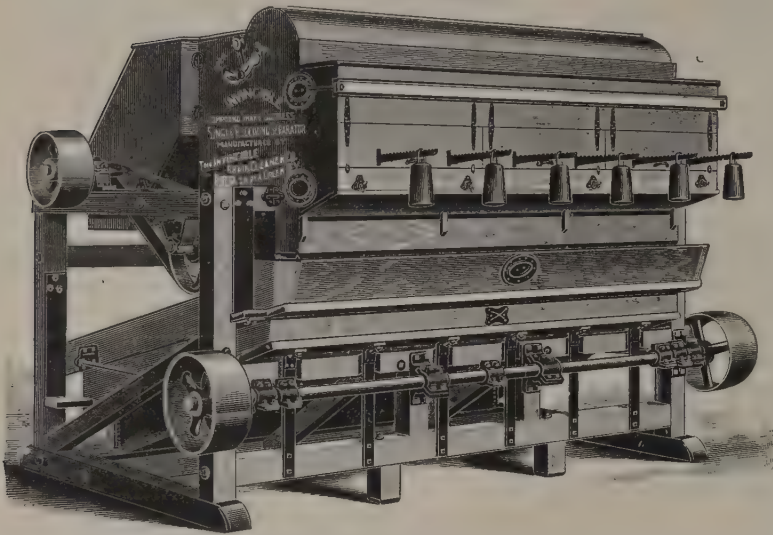
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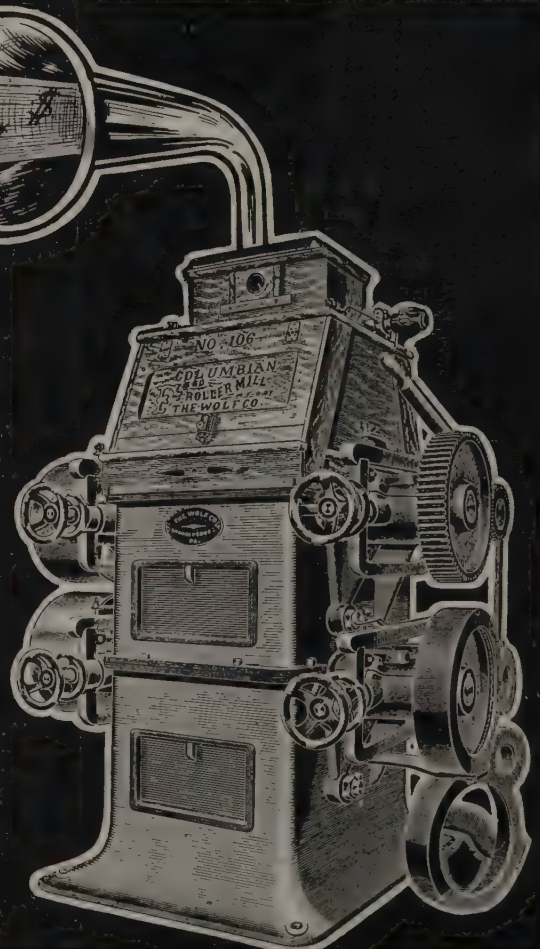
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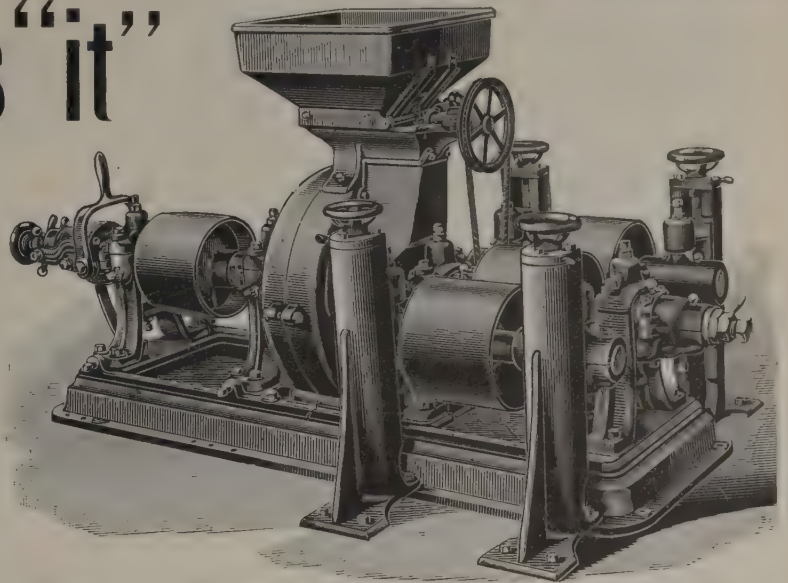
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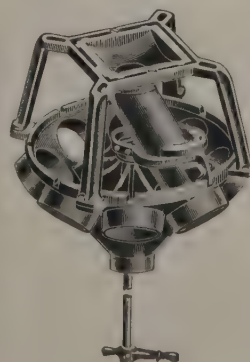
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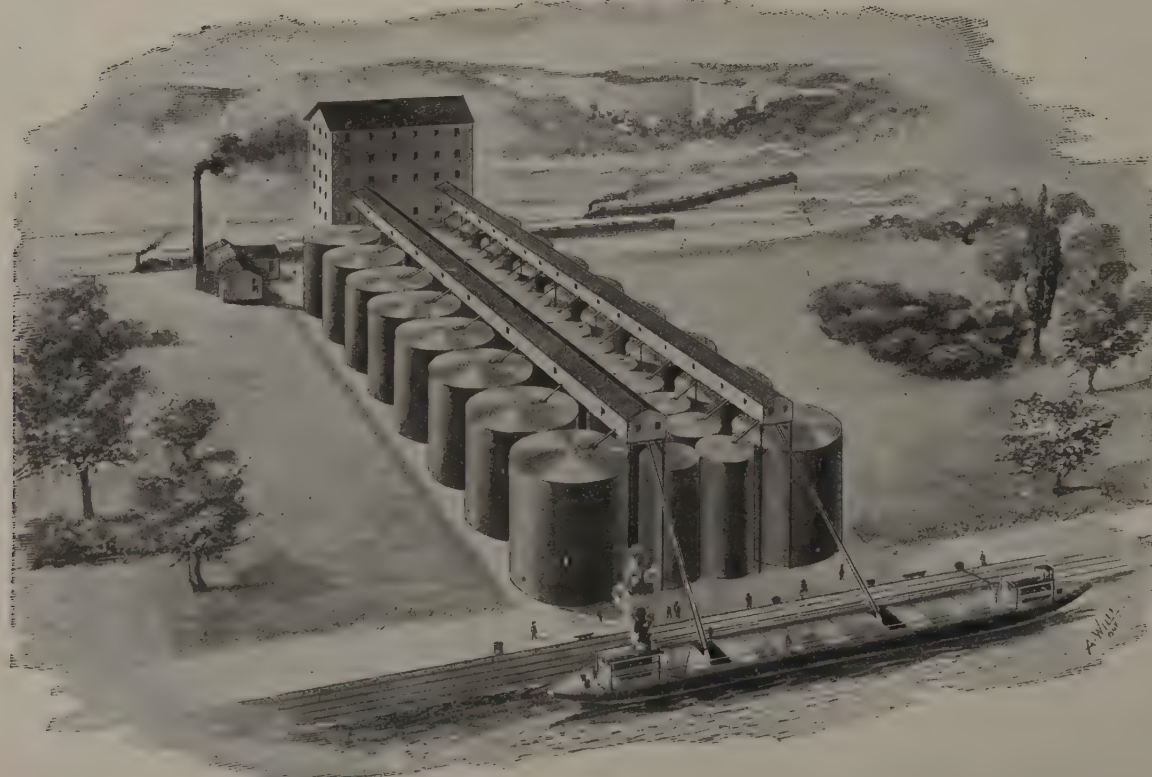
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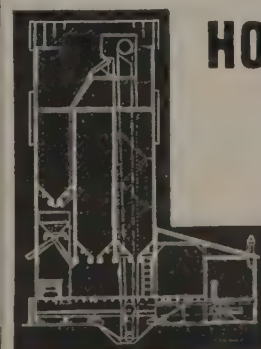
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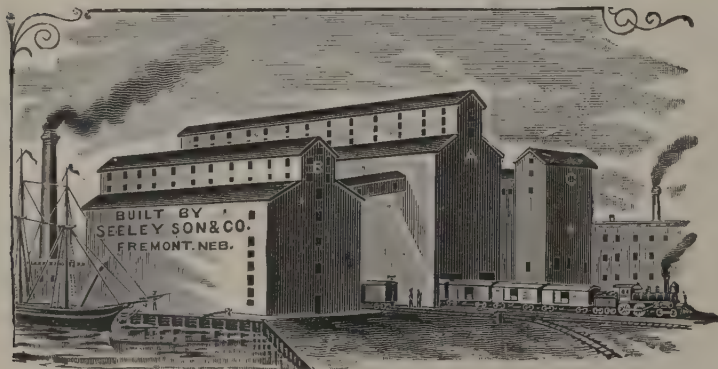
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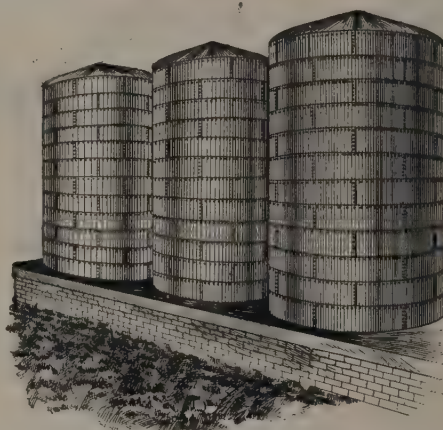
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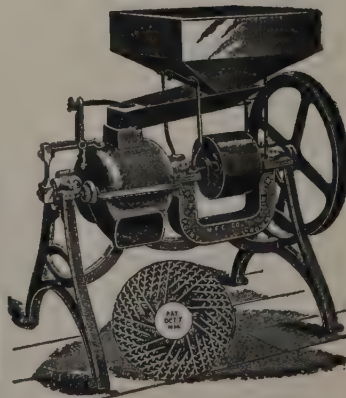
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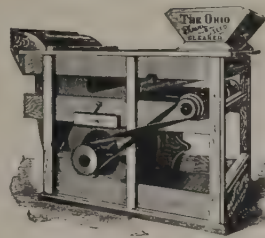
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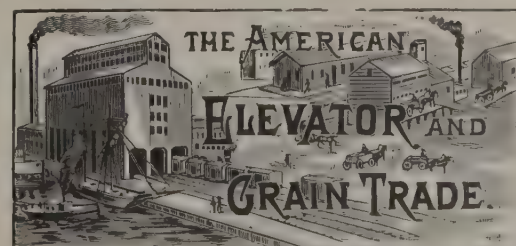
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It covers broadly and completely the business of buying, selling and handling grain. It illustrates and describes the latest storage, handling and transportation achievements. It deals broadly and vigorously with all questions and usages affecting the welfare of the trade. It enters into the details of things sufficiently to be helpful to even the smallest dealer in his daily business.

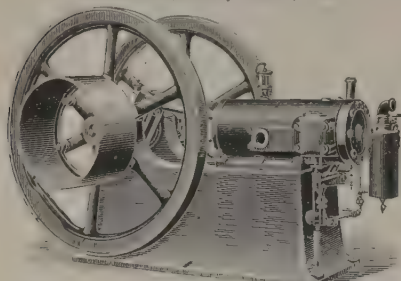
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You want our engines. We want your money. Why pay big prices to the manufacturers when you can buy of us the same engines at one-half the price? Doesn't this interest you.

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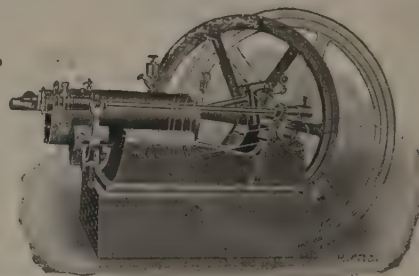
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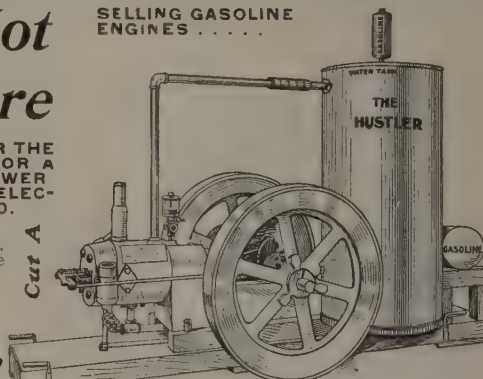
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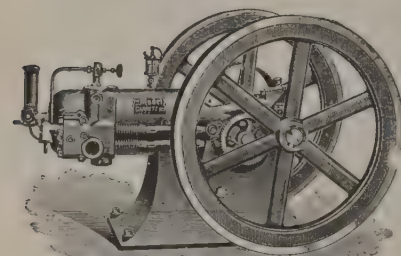
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**Simplicity, Durability, Economy,
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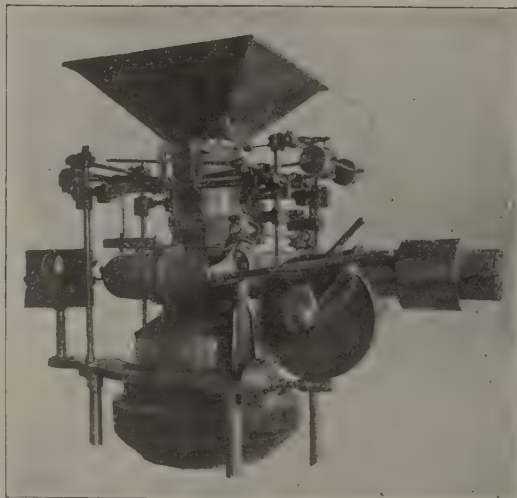
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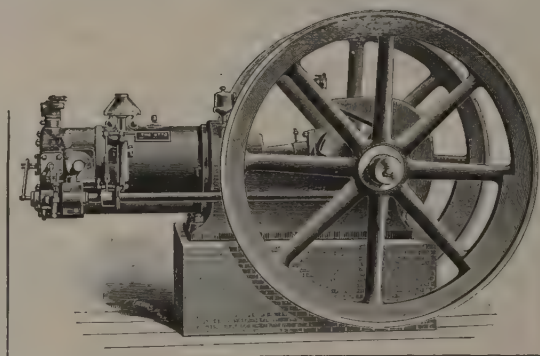
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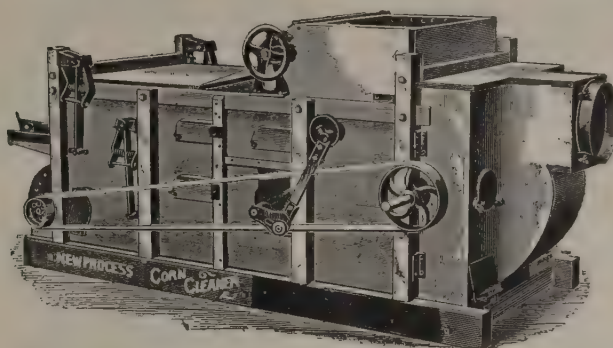


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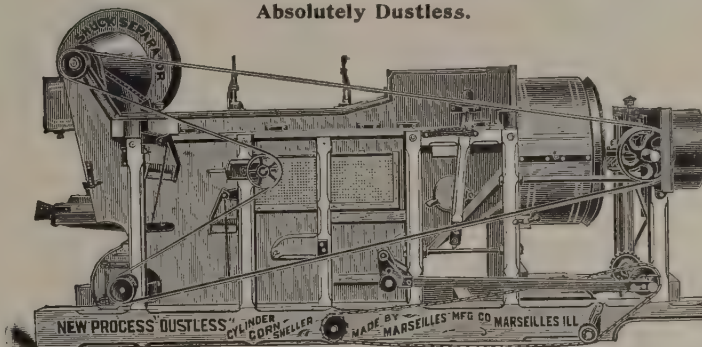
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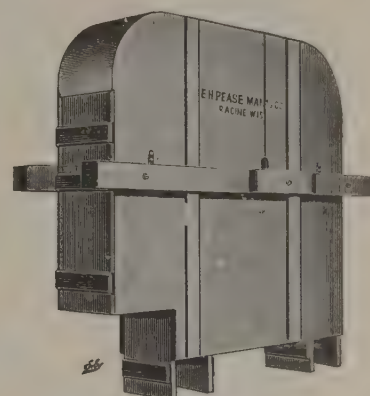
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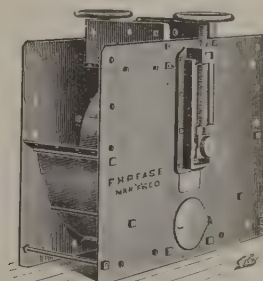
Easily Adjustable, Lightest Running,
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New Process Corn Shellers and Cleaners, furnished either as
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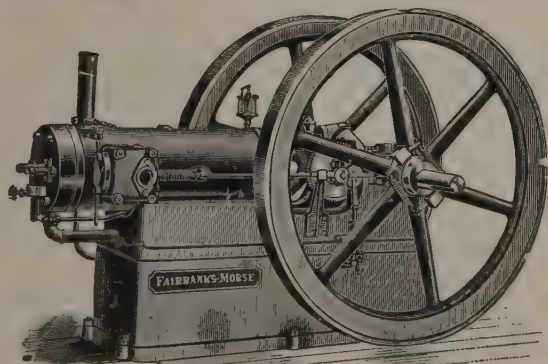
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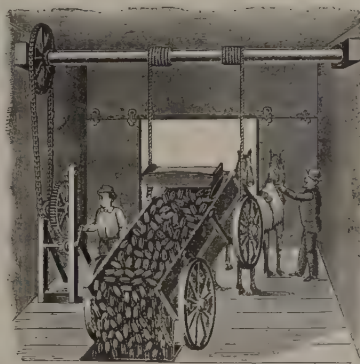
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I have given the building of Warehouse and
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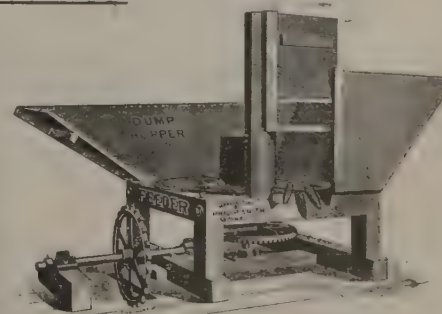
Latest Improved Overhead Dump

Which can be operated with ease, safety and
speed, and we think that you will find that this
dump embodies all the features required, with-
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placed on a level floor, and is so constructed by
a double gear that it can be operated by a boy

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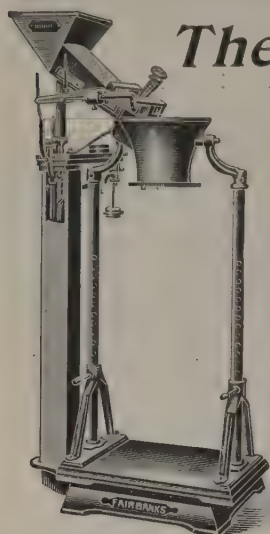
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Feeder will feed corn from the dump
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Prices furnished on application.



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The Bosworth... Automatic Weighing Scale

FOR WEIGHING AND BAGGING
ALL KINDS OF GRAIN.

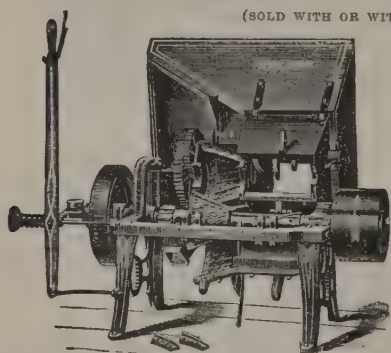
Rapid work. Saves time.
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The Best All-Around Feed Mill

(SOLD WITH OR WITHOUT SACKING ATTACHMENT.)



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Light crops incite feeders to economize. Ground feed is the economical feed.

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Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

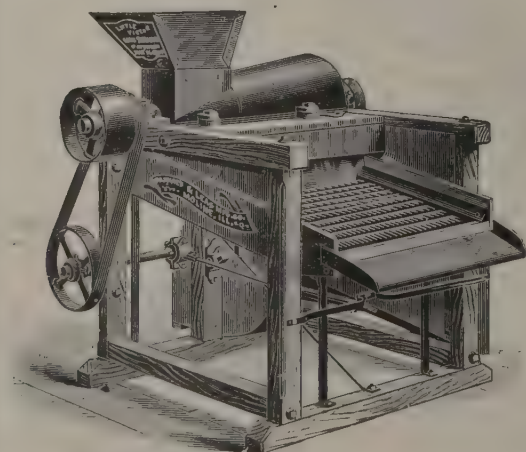
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Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "
Electric Steel Elevator, Buffalo,	- " 1,200,000 "
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Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

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MADE TO MEET THE REQUIREMENTS OF ALL WANTING A
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IT is provided with Cornwall's Patent Sieves, and is without doubt the best combined Sheller and Cleaner of its size on the market.

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BARNARD & LEAS MFG. CO.

Builders of Elevators and Elevator Machinery
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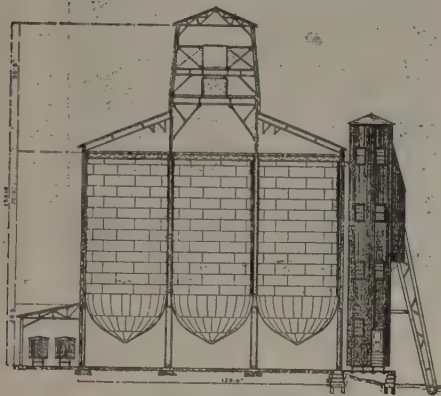
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Grain Elevators of Steel,

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Gas Holders with Steel Tanks.



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Water and Oil Tanks,
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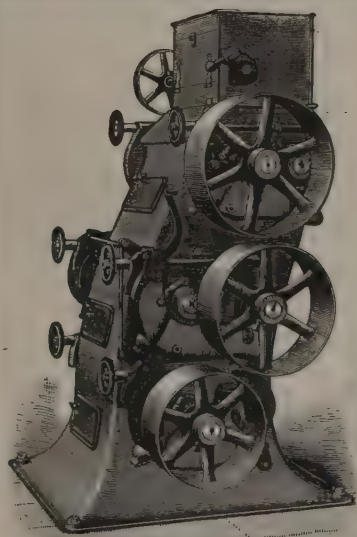
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UTILIZE YOUR POWER
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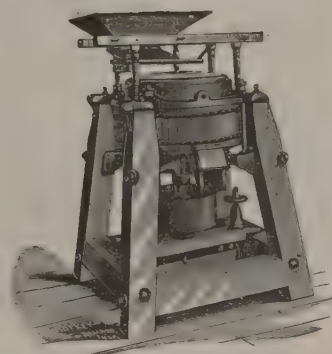
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WE MANUFACTURE
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.
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...And...

PORTABLE FRENCH BUHR MILLS,
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SEND FOR BOOK ON MILLS.



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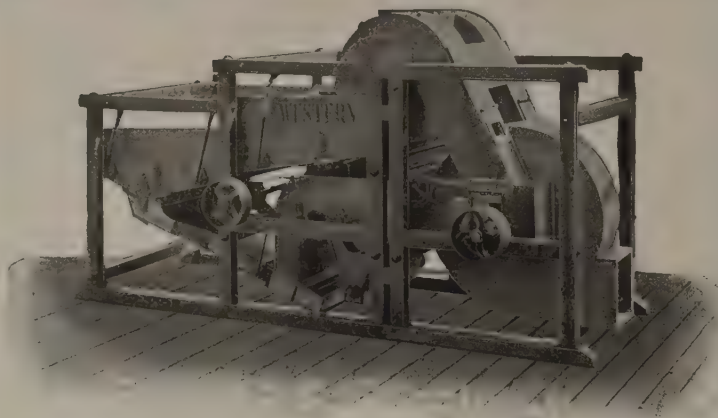
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SOLE MANUFACTURERS.

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Separates CORN from COBS and Cleans WHEAT and OATS THOROUGHLY without changing screens.

Adjustable Screen.

Perfect Separations.

Perfect Cleaning.

Duplex Shake.

Strong, Light,

Durable,

Compact and

Quiet.



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HOT CORN WANTED

We will receive, dry, cool, renovate and reload, for owners' account, all kinds of grain in heating or damaged condition, making the same merchantable and restoring to grade where possible.

Small Charges. Prompt Service.
Correspondence Solicited.

CHICAGO GRAIN SALVAGE CO.,

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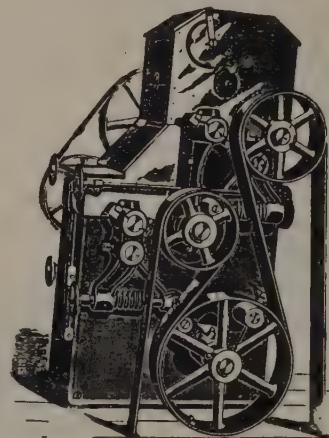
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Rubber Elevator Belting

THE BEST
MADE BY

Boston Woven Hose & Rubber Co.,

185-187 LAKE STREET, CHICAGO.



A Good Feed Mill

Is a paying investment.

Put one in your elevator and it will more than pay all your running expenses. It will be an accommodation to the farmers

AND WILL INCREASE
YOUR TRADE.

WRITE FOR CATALOGUE OF THE
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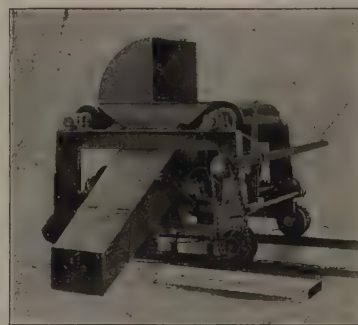
Northwestern Agents for the Hyatt Roller Bearing.
Write us; we can interest you.

Strong & Northway Mfg. Co.,
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ENGINEERS, FOUNDERS, MACHINISTS, CHICAGO, U. S. A.



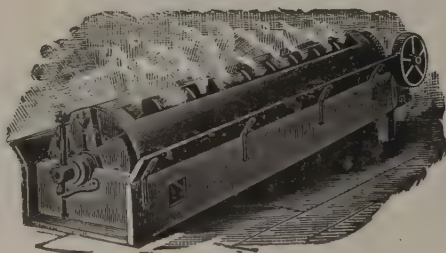
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INCLUDING

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WHY NOT USE THE ORIGINAL CUTLER STEAM DRYER,



Which is also a successful

Wheat Heater or Temperer
or Dryer for Washed
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It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
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CORN MEAL AND HOMINY,
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ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double
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Steam Engines
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McGrath's
Champion Iron
Corn Shellers
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The "Eureka" Two-Fan, Two-Shoe, Counter-Balanced Elevator Separator

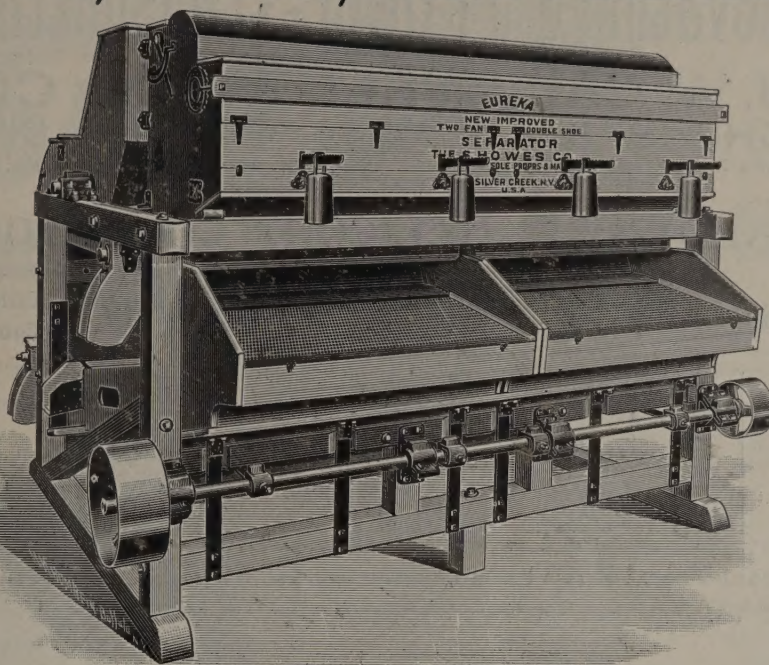
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Has Large Sieve Surface
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Strongly and Compactly
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ESTABLISHED 1856.

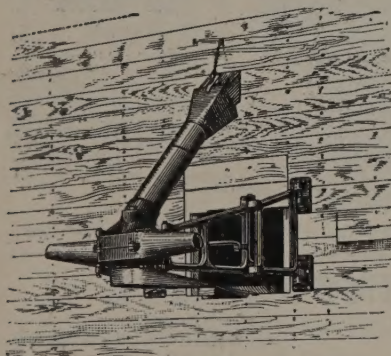
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Loads both ends of a car at the
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Loads any size car from end to
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Nothing to get out of order and
cause trouble.

Guaranteed to load shelled corn,
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Will not crack or grind the grain.

Sold subject to 30 days' trial.
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The Ideal Car Loader Co., Allenville, Ill.

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STEPHENS & TYLER,

Manufacturers, Jobbers and Designers of

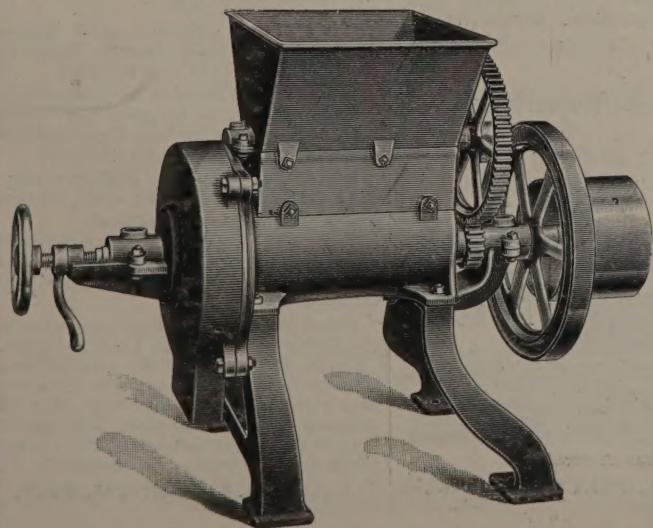
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GRAIN ELEVATORS, FLOUR MILLS, MALT HOUSES,
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POWER PLANTS, POWER TRANSMISSIONS, ELEVATING AND CONVEYING MACHINERY

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FOR FEED GRINDING

IS STRONG, DURABLE, SIMPLE, EASY TO
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CUSTOM WORK PAYS.

BUY OUR MILL AND MAKE MANY EXTRA DOLLARS.

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H. W. CALDWELL & SON CO.

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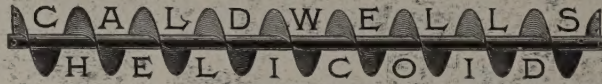
Eastern Sales and Engineering Office, R. 410, 95 Liberty St., New York, N. Y.

Southeastern Sales and Engineering Office, R. 411 Prudential Bldg., Atlanta, Ga.

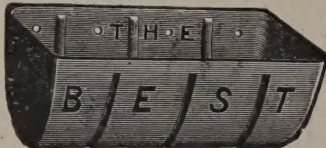
Southwestern Sales and Engineering Office, R. 202 Trust Bldg., Dallas, Tex.

CALDWELL HELICOID CONVEYOR.

Specialties for
Grain Elevators and Mills.



THE ONLY PERFECT SPIRAL
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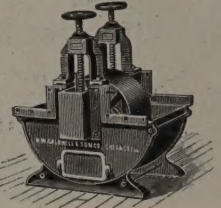
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GEARING (all kinds).
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SWIVEL SPOUTS.
TAKE-UP BOXES.
TURN HEAD SPOUTS.
WIRE CLOTH.

Elevator
Boot.



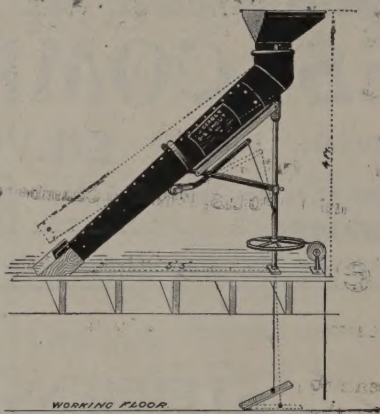
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Buy the
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Beware of Infringement.
Elevator Spouting a Specialty.

JAMES J. GERBER,
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THE BIRKY PORTABLE GRAIN DUMP AND ELEVATOR.....

THE BEST BUILT

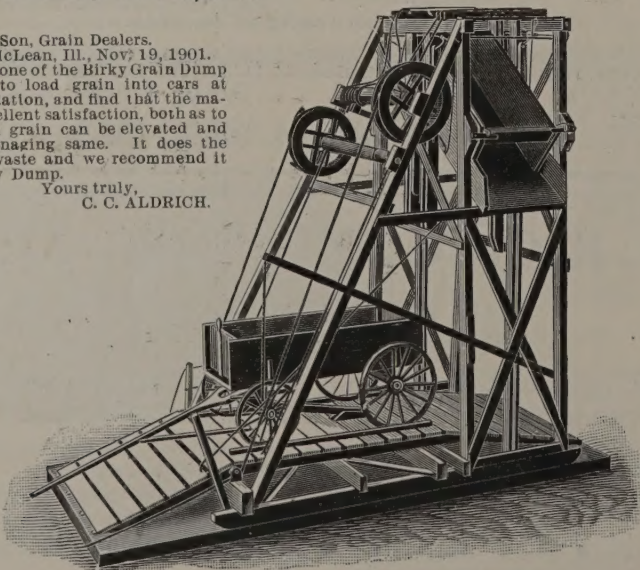
Possesses absolute safety, great strength and durability. Unexcelled for speed at which grain can be elevated and ease with which it is managed. Does the work without waste. Will handle 8,000 to 10,000 bushels of grain in 10 hours.

C. C. Aldrich & Son, Grain Dealers.

McLean, Ill., Nov. 19, 1901.

We have used one of the Birky Grain Dump and Elevators to load grain into cars at Funk's Grove Station, and find that the machine gives excellent satisfaction, both as to speed at which grain can be elevated and the ease in managing same. It does the work without waste and we recommend it as a satisfactory Dump.

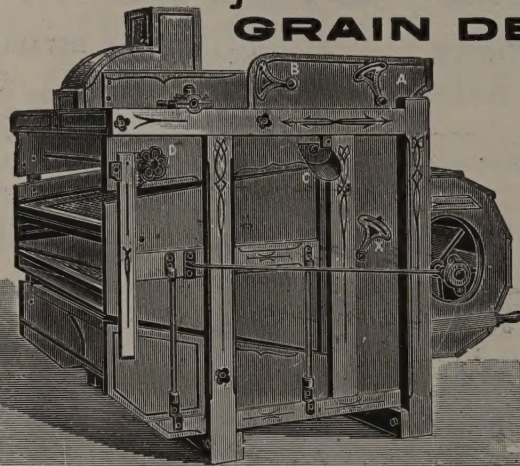
Yours truly,
C. C. ALDRICH.



Try my Dump and Elevator and if not
the best after 30 days' trial return it.

J. D. BIRKY, DELAVAN, ILL.

A. P. Dickey Giant Grain Cleaners. GRAIN DEALERS



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that will clean,
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**DICKEY
DUSTLESS
OVERBLAST
SUCTION
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Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

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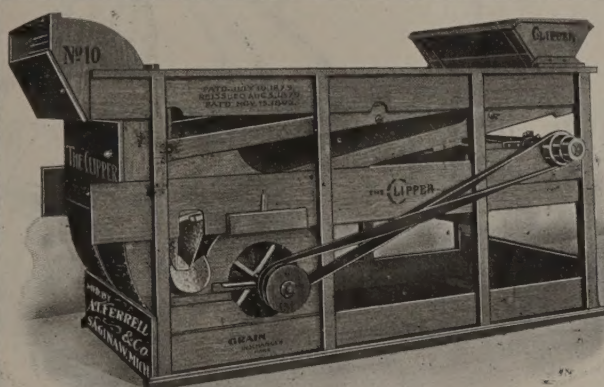
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Requires less than **ONE-FOURTH THE POWER OF A SUCTION CLEANER OF EQUAL CAPACITY.**

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Write for Catalogue and Sample Plate of screen perforations.

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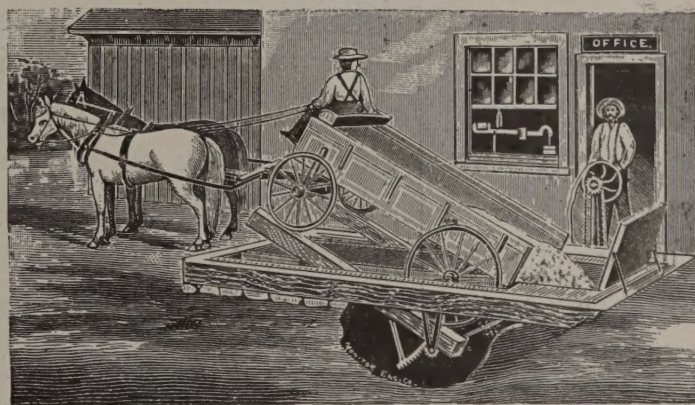
Paine-Ellis Grain Driers

Are more largely used on this continent than all others combined, because they are the only machines that will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. These machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this. It is one thing to kiln dry and another to put every kernel of grain into its normal condition by Nature's own method. *We can do it.*

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Gold Dollars



At **FIFTY CENTS** apiece are **CHEAP**, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

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MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

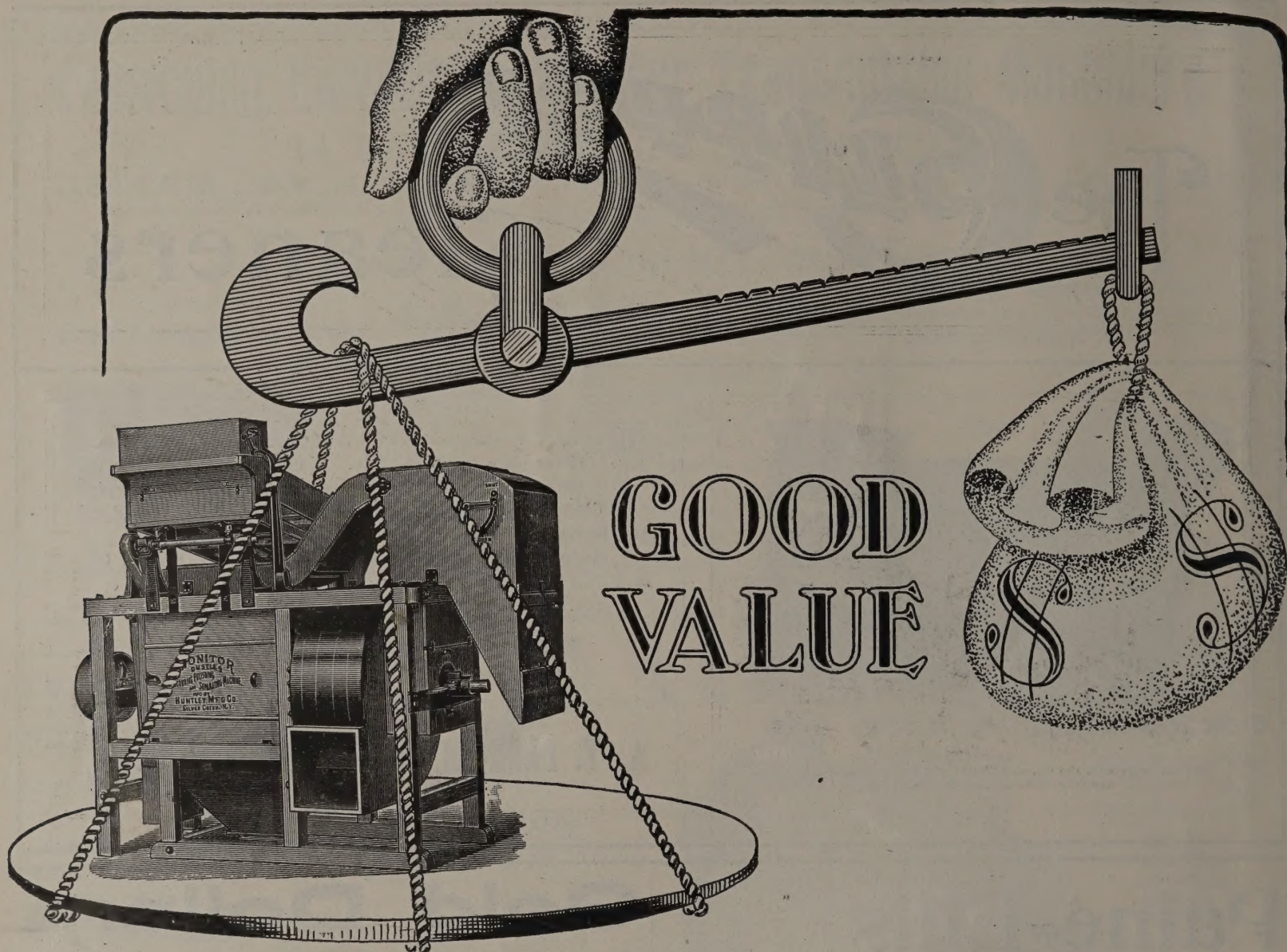
GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

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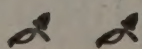
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He knows that there is a bottom price, and he knows where that bottom price is, when he buys Monitor Machinery.

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